



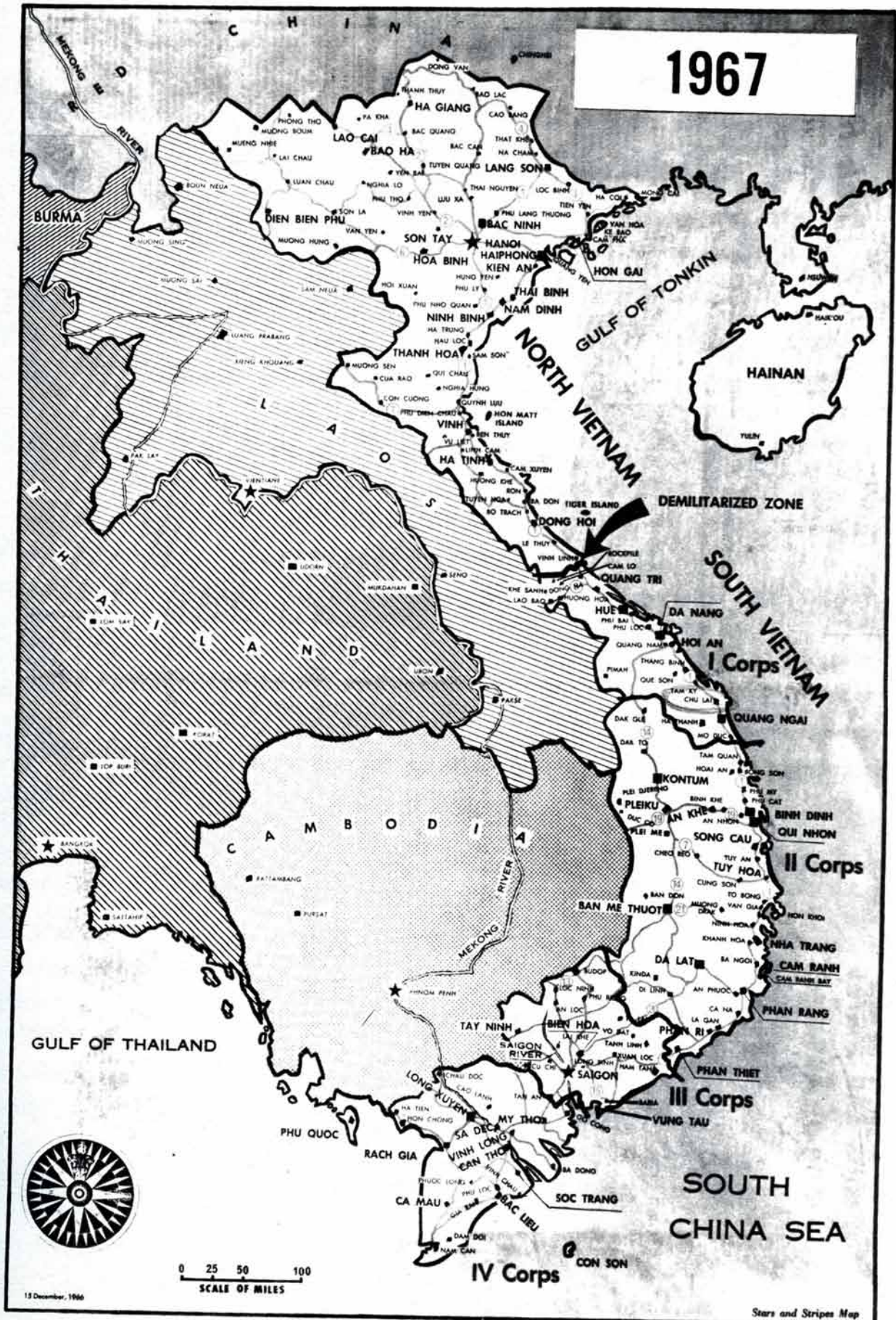
Dedication

To the Officers and Men of VMFA 115, who have given of themselves with the utmost sacrifice and dedication in combating the Insurgent Communist Forces in South Vietnam.

To the wives, parents and loved ones who have shared in this sacrifice and effort.

The Cruise Book of Marine Fighter Attack Squadron 115 is hereby dedicated.

1967



15 December, 1966

Stars and Stripes Map

HISTORY OF MARINE FIGHTER/ATTACK SQUADRON 115

VMFA 115 was first organized as VMF-115 in July, 1943 at Santa Barbara, California, under the command of Major J. S. MacLaughton, who relinquished command sixteen days later to one of the Marine Corps most famous aces, Major Joseph Foss, holding a record of twenty-six kills. The squadron stayed at Santa Barbara, in training status, until February, 1944, when it was transferred overseas to join in the support of the Pacific Campaign in the actions on Rabaul, Leyte, Mindanao, Subic Bay, and Zanga Zanga. On 23 February 1945, VMF-115 sunk the first submarine by Corsairs, by skip bombing 1,000 pound bombs at an altitude of twenty-five feet.

After the war, the entire squadron was transferred to Peiping, China, where it was on alert to protect United States interest in the event of attack by Communist forces. From China, the unit was transferred to Ewa, Hawaii and then later to Edenton, North Carolina, where it became the first Marine squadron to receive a complete complement of F9F Panther Jet aircraft in December of 1949. The early part of 1950 was devoted to jet checkout, operations in the Puerto Rican area, transfer to Cherry Point, combat demonstrations, and finally, a demonstration before the President of the United States and his Joint Chiefs of Staff, at Quantico, Va. in June. October of the same year found VMF-115 aboard the U.S.S. ROOSEVELT, where it became the first Marine Panther Jet squadron to qualify and serve aboard a Navy carrier.

During the latter part of 1950, and the first part of 1951 the squadron participated in more training operations and demonstrations. The training became reality when 115 was transferred to Pohang, Korea, serving with MAG-33. There VMF-115 flew more than 9,250 combat sorties, more than 15,350 combat hours, most of them in sub-marginal weather, and expended more ordnance than any other jet squadron. After Korea, the squadron again went into training to maintain its combat readiness, flew air patrols, and received indoctrination in night bombing and strafing missions until it was transferred to MCAS El Toro. There it received the first F4D Skyrays in the early spring of 1957, and became VMF(AW) 115. February of 1958 found 115 at Atsugi, Japan, and during September 115 sailed for temporary additional duty with Wespac on board the U.S.S. WINDHAM COUNTY to Pingtung North, Taiwan to reinforce the island's

air defense during the crisis over the Formosa straits. After returning to Yokosuka in March 1959 VMF(AW) 115 executed a series of reassignments between Japan and Cherry Point, North Carolina, arriving at Cherry Point in May 1959, back to 1st Marine Aircraft Wing in June 1960 and back again to Marine Aircraft Group 24, 2nd Marine Aircraft Wing in July 1961.

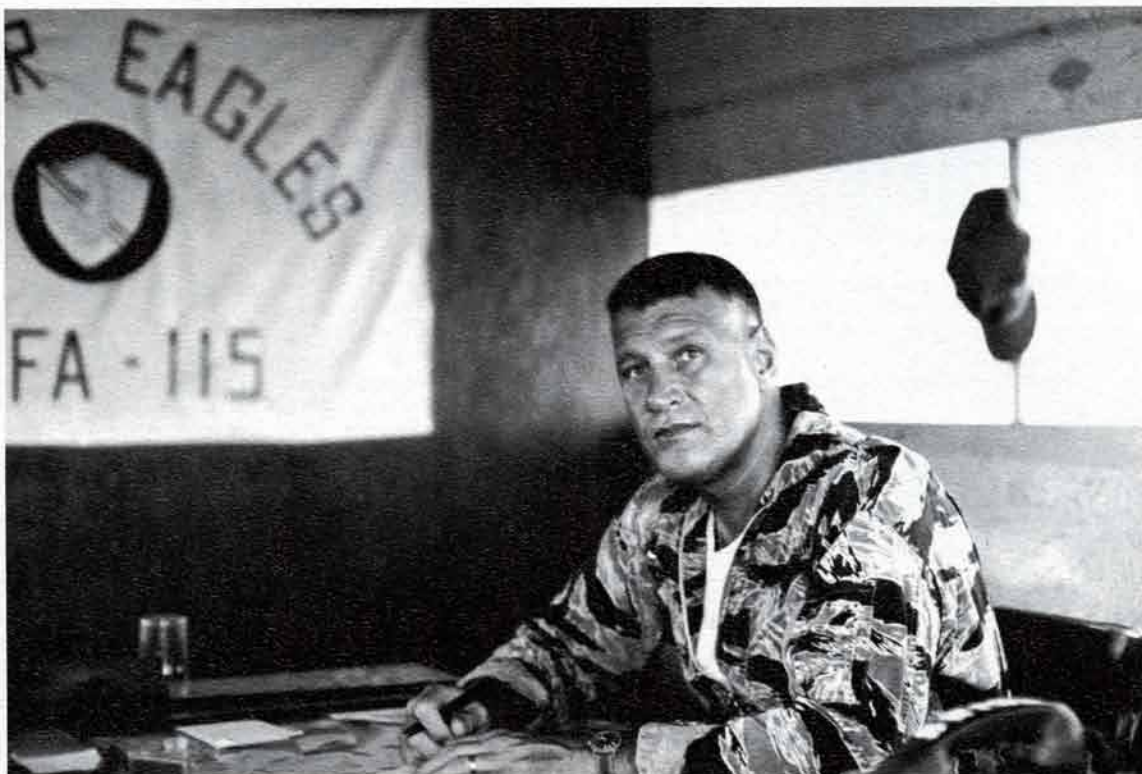
Being the last Marine squadron to fly the F4D, 115 was redesignated VMFA 115 on 1 January 1964 and transitioned to the Mach II Phantom F-4B aircraft. After an intensive stateside training program in the F-4B VMFA 115 was once again reassigned to the Far East and arrived at Atsugi, Japan during July 1965. That same month saw 115 deploy to Iwakuni, Japan in preparation for movement to the Republic of Vietnam, and deployment to Danang Air Base, Republic of Vietnam was accomplished between 30 September and 18 October 1965. During three months of combat 115 compiled an enviable combat record, then returned to Iwakuni in January 1966. On 15 April 1966 the "Silver Eagles" of VMFA 115 again returned "in country" as part of Marine Aircraft Group 11. In support of operation "Hastings" during the month of July alone, 115 set a record for all Marine F-4B Squadrons in Vietnam by flying 1001.7 hours on 727 sorties while expending 935.78 tons of ordnance.

On 15 February 1967, VMFA 115 again returned to Iwakuni in the Land of The Rising Sun for more training and a little R&R. While in Japan a portion of the squadron deployed to Okinawa for live ordnance drops in preparation for its return to Vietnam.

On May 15, 1967 the "Silver Eagles" made their third command performance in Vietnam, now as a part of Marine Aircraft Group 13 located at Marine Corps Air Station, Chu Lai. Each day on combat missions in support of the Republic of Vietnam against the insurgent communist (Viet Cong) forces, VMFA 115 continues to build its reputation as the "World's Greatest Fighter/Attack Squadron".

MISSION

INTERCEPT AND DESTROY ENEMY AIRCRAFT AND MISSILES
UNDER ALL WEATHER CONDITIONS, AND ATTACK AND DESTROY
SURFACE TARGETS AND CONDUCT SUCH OTHER AIR OPERATIONS
AS MAY BE DIRECTED.



COMMANDING OFFICER

Lieutenant Colonel Guy R. Campo

C. O.'s Message

I wish to express my sincerest appreciation for the magnificent job each and every one of you did for me. Your spirit, sense of dedication and professionalism never ceased to amaze me. No matter when you were called upon to put forth an extra effort you never failed. Regardless of weather, time of day or circumstance you always came through.

Within the pages of this cruise book are many wonderful memories that we both have experienced. The one thought we must never forget is the sacrifice you and others have made for our country. The spirit of determination displayed throughout this tour has shown me that the youth of America will stop communist aggression where ever it may rear its ugly head.

I congratulate each of you for a job "well done" and for making this a memorable cruise.

GUY R. CAMPO



EXECUTIVE OFFICER

Major M. "Buck" Peck



Counter Clockwise:
S-1 Major F. Cruz
S-3 Major T. Duffy
S-4 Major B. Thomas
Maint. Off. Major R. Douglas
S-2 Captain R. Gurley



SILVER



"EAGLE FLT."

Lt Col G. CAMPO

Maj F. CRUZ



"BUCK FLT."

Maj M. PECK

1st/Lt O. ALTHOFF

"DUFF FLT."

Maj T. DUFFY

Capt C. CAHASKI



"FALCON FLT."

Maj B. THOMAS

Capt R. BUTTERMAN

"DEACON FLT."

Maj R. DOUGLAS

Capt R. GURLEY



"COUGAR FLT."

Maj D. LUNDBERG

1st/Lt D. ERIKSSON

"FOX FLT."

Maj R. FROST

1st/Lt J. ROBBINS



"BARON FLT."

Capt F. TENER

Capt G. RODOSKY



EAGLES

"FLASH FLT."

Capt R. TOPPE

Capt R. HENDRICKSON



"SNAKE FLT."

Capt M. TREDENNICK

Capt D. WEBER

"BEAVER FLT."

Capt J. NAPIER

Capt T. HOWARD



"HAWK FLT."

Capt T. FISHER

Capt R. CUSHMAN

"KNIGHT FLT."

Capt J. CADICK

Capt J. SEASE



"CHIEF FLT."

Capt E. McGAA

Capt J. GORDON

"KAMAKAZE FLT."

Capt S. SHEAFFER

Capt B. RODGERS



"MAULER FLT."

Capt C. MADSEN

Capt M. HESSEL





"SMOKEY FLT."
1st/Lt R. PARNELL
Capt J. JACOBSON



"COONDOG FLT."
1st/Lt G. SLOMAN
Capt J. DAY



"GRANITE FLT."
Capt F. HATTON
Capt M. HALPIN



"BENNY FLT."
Capt S. BENSON
2nd/Lt W. URTON



"GOOSE FLT."
1st/Lt B. BUNCH
2nd/Lt W. FLANAGAN



"QUEEN'S FLT."
Capt G. KERR
Lt R. GABLE (USN)

NON-FLYING EAGLES

2nd/Lt R. JACOME



2nd/Lt J. MANNION



2nd/Lt J. CROWE



W. O. J. BACON
(Picture not available)

2nd/Lt K. DURHAM
(Picture not available)





Sgt Maj G. Bryant



GySgt J. Abeyta



Lcpl R. Adams



Pfc M. Adessa



Sgt M. Aguilar



Cpt P. Airhart



Cpl H. Apger

GySgt C. Akers





Cpl R. Albrecht



Lcpl R. Alexia



Lcpl D. Allen

Cpl L. Allred



You've got to be kidding



Sgt M. Alongi

SSgt J. Anders

Cpl R. Arthur

Lcpl D. Asbury





Sgt R. Auge
Cpl L. Babin



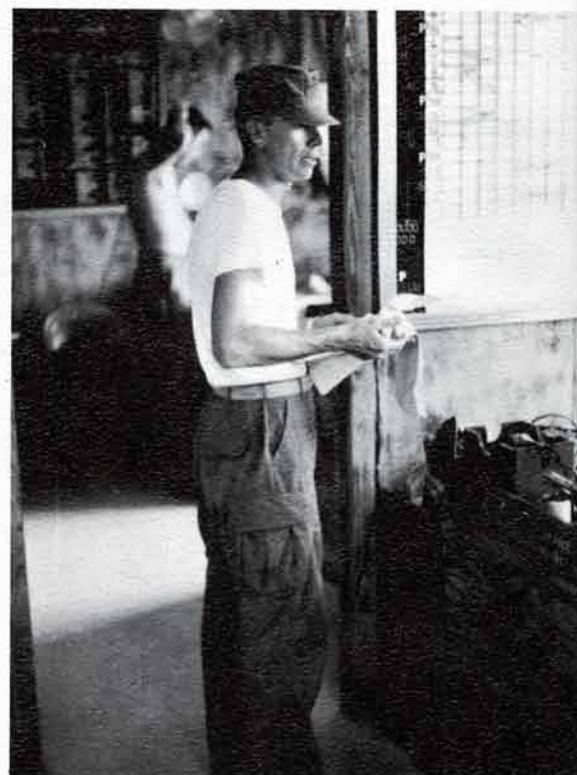
Lcpl J. Bacon
Lcpl H. Ball



Cpl R. Banks
Cpl C. Bannert



SSgt F. Bass
Cpl Benton



It says right here that we are suppose to
have 15 airplanes



Lcpl K. Black
Sgt E. Blanchard



Lcpl L. Blonshine



Cpl B. Brewer



SSgt K. Brewer

Cpl C. Broberg



SSgt C. Brown



Cpl G. Brown



Sgt A. Buckland

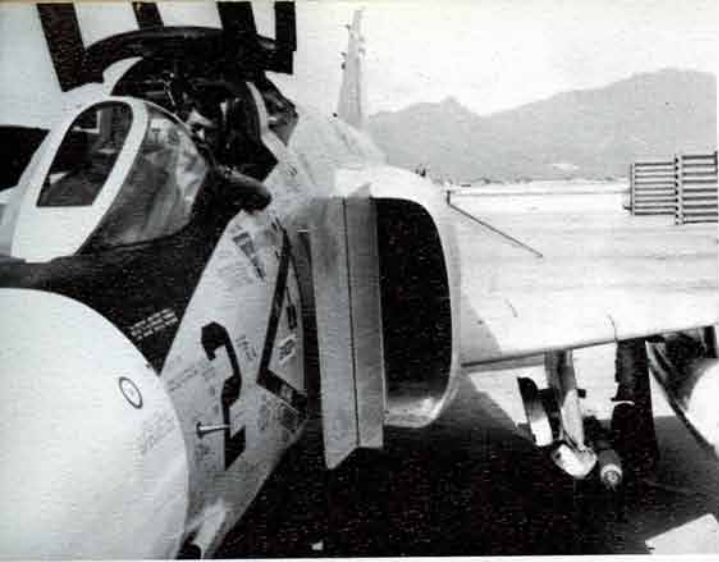
Cpl G. Burns



Cpl B. Burrington

Pfc J. Burt





GySgt G. Buss



Lcpl R. Byrd



Sgt T. Callaway



Sgt J. Calvert



Cpl J. Campbell



Sgt J. Carlsen



Lcpl L. Carnes



Cpl J. Carter





Cpl J. Cassidy
Cpl M. Caughman



Pfc J. Chavez
Cpl R. Clark



Cpl S. Cook

Cpl F. Cruz



Cpl V. Dahl
Lcpl M. Davis



Sgt J. Dooley
Sgt R. Dowdy



Pfc C. Drake



Lcpl F. Duffy



Cpl O. Dukes



Cpl T. Eardley



Cpl D. Eckert



Lcpl J. Elkins



Sgt D. Elliott

Sgt J. English





Lepl R. Ennis
Cpl R. Ericksson



Lepl M. Fagan
Lepl P. Fallon



Cpl J. Farrell
Sgt L. Felix



RALPH

SSgt R. Ferrell
Cpl T. Fose





GySgt C. Finch



SSgt J. Fraser



Cpl L. Galvan



Pvt W. Garvin



Sgt R. Gilley

Sgt T. Graham

Cpl J. Greear

Pfc G. Gregg





Pfc M. Gueria

Cpl L. Hagen

Lcpl I. Hammonds

SSgt E. Hannon



Cpl B. Harrison

Lcpl J. Hartnett



Lcpl R. Heidemann

GySgt L. Henby



Sgt F. Hepburn

Pfc J. Hill



Cpl J. Hillyer

Cpl J. Hinson

Sgt J. Houlihan

Cpl G. Holmes





Sgt B. Holt

Cpl G. Hudowalski



Lcpl T. Hunt

Lcpl J. Jacoby



Sgt J. Jenkins

Pfc D. Jones



Cpl M. Jones

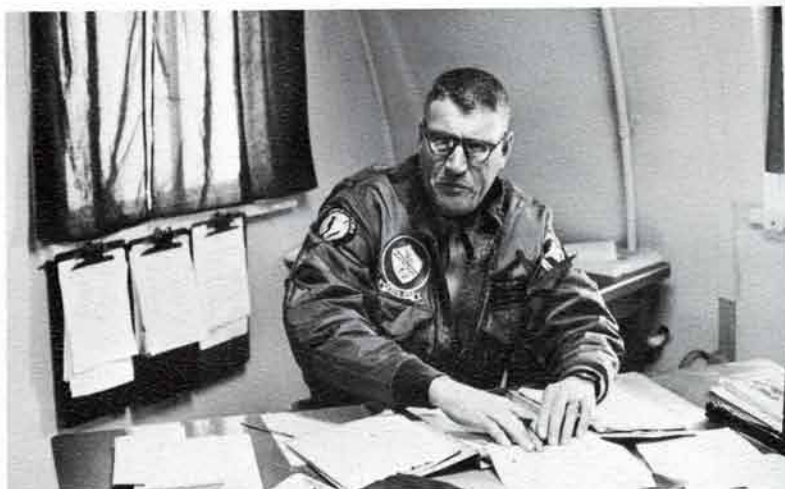
Cpl T. Jordan



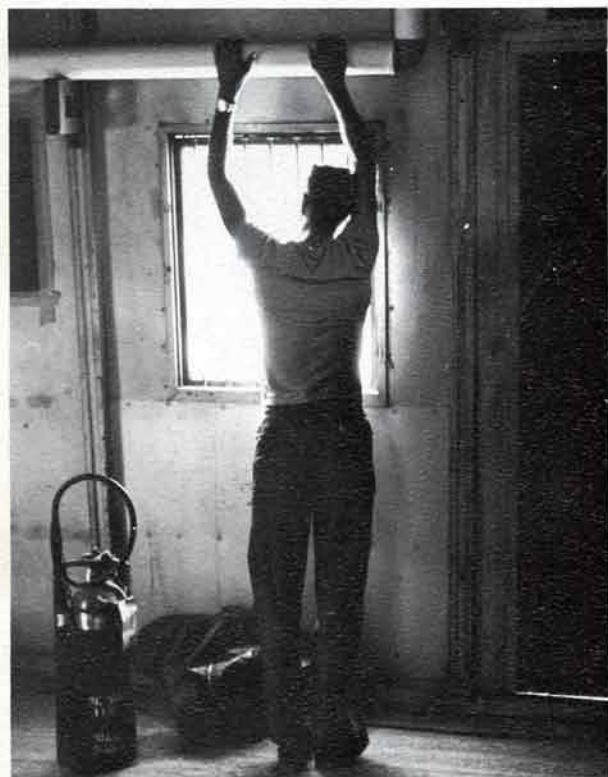
Let's see now is it MARK, STANDBY or STANDBY, MARK?



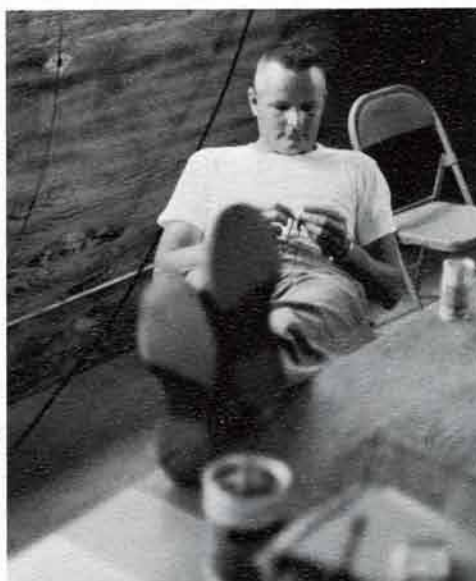
No they didn't take my desk--they took my office.



When I buy a Savings Bond--everybody buys a Savings Bond.



300 men in the squadron and I get a fire extinguisher for a cellmate.



Why couldn't I be in operations?



Just get it built for the Danang 500 and we go to Japan



As soon as he memorizes that he will work as career advisor



Doc and the hip shot 4



Now is the time for all god men...



I'm not really a fighter, I'm a lover



Cpl D. Kendrick



SSgt H. King



Cpl L. Kirchoff



Sgt E. Knolle

Pfc R. Kuhn



Lcpl L. Kushner



SSgt A. Larsen



Sgt J. Lodge





Cpl L. Lofgren



Lcpl J. Lowers



Pfc T. Lowrie



Sgt J. Loynes



But sir I haven't even seen the center fold

SSgt F. Lusen



Cpl J. Lutz



Cpl D. MacDowell



Pfc R. Markworth





The correct way to hold the cup is with your pinkie extended.



Sgt J. Martin



Pfc G. Martinez



Cpl J. Massman



Lcpl A. Mathis



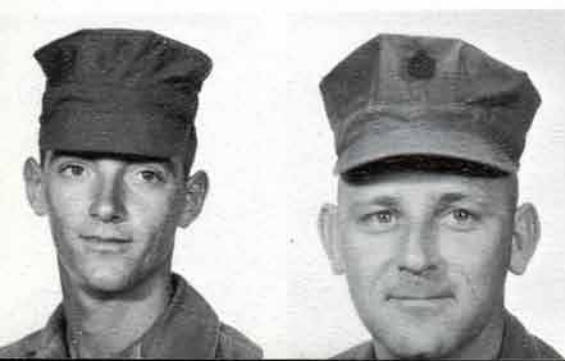
GySgt T. Mauk



GySgt J. Maxwell

Lcpl J. McBride

SSgt C. McDowell





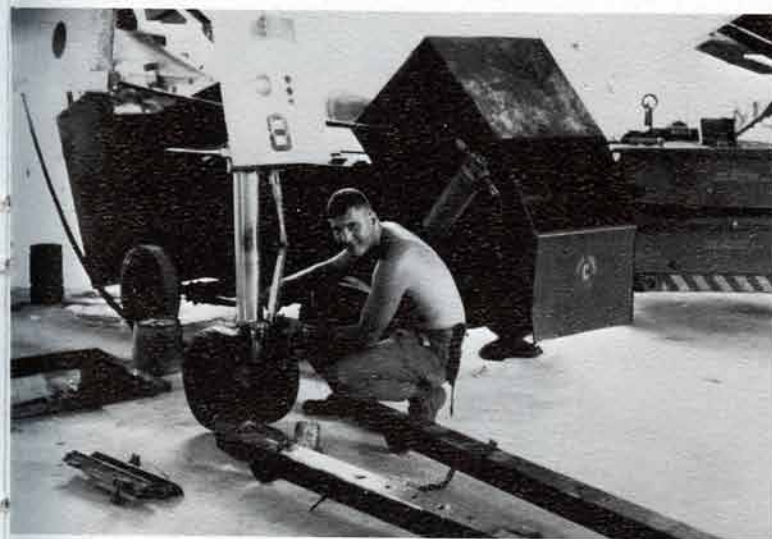
Lcpl C. McKinley

Sgt L. Metheny



Cpl J. Mills

Lcpl R. Montanio



How do you suppose she got in there?



SSgt E. Muench

Lcpl J. Musch



Lcpl G. Nakata

Cpl S. Nease





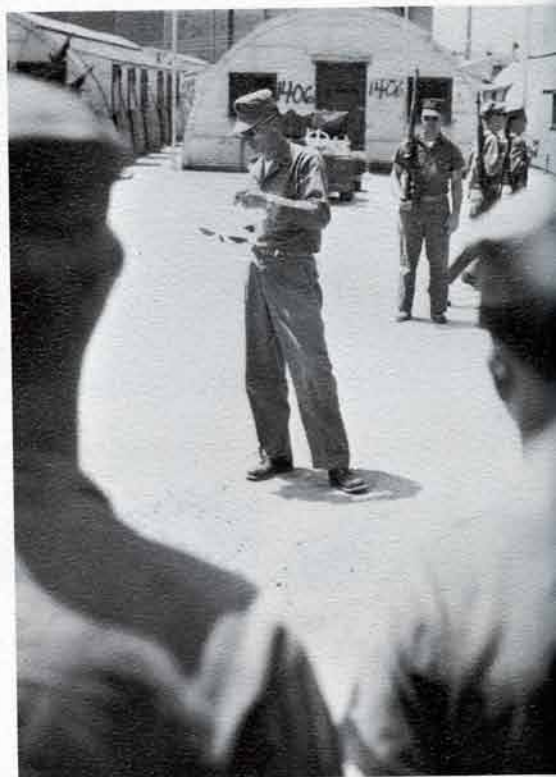
Sgt J. Nelson
Cpl R. Newton



Cpl D. Noland
Lcpl M. Noland



Sgt C. O'Connor
Sgt J. Odonogue



Lcpl J. Osborne

Cpl R. Oster





Sgt R. Otstot



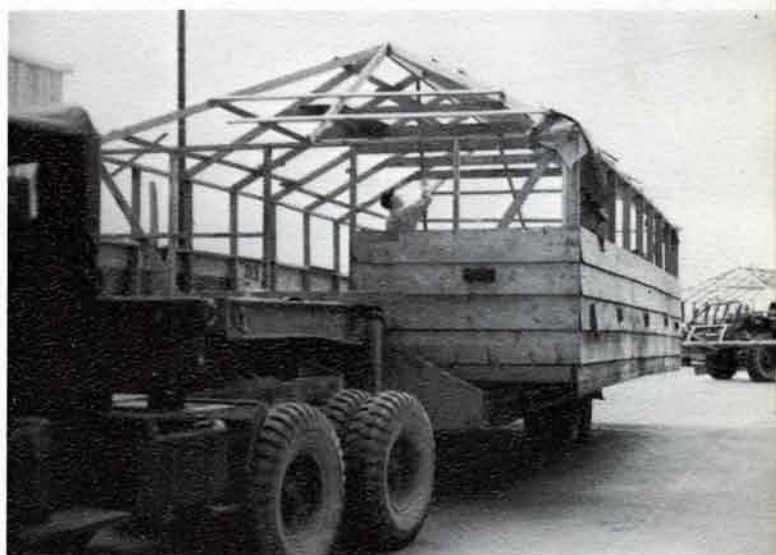
Sgt E. Parker



Cpl A. Pelkey



Lcpl R. Perfors



Sgt J. Peterson

Cpl R. Petrovic



Lcpl J. Powers

Lcpl J. Pratt





Cpl F. Prawitz
Cpl P. Pugliese



GySgt M. Riggle
Sgt C. Robbins



Cpl R. Ralph
Lcpl D. Reilley

Lcpl R. Robinson

Sgt J. Salitros



Where's the south forty?





Lcpl P. Savidis



Sgt C. Scalf



Lcpl K. Schaefer



Cpl R. Scheitzach



Sgt T. Schlack



Cpl F. Serbicki

Lcpl M. Sharrard

Sgt C. Sheffe





Cpl W. Shiel



Sgt S. Skallerud



Lcpl B. Smalley



Lcpl G. Smeltzer



Cpl C. Smith

SSgt S. Standish

Cpl R. Stephens

Cpl C. Stewart





Sgt W. Stewart



Cpl G. Stoessér



Lcpl M. Stogryn



Lcpl E. StPierre



Lcpl R. Strausborger



Cpl J. Stroh

Lcpl D. Thompson

Cpl Totten





Sgt P. Tso
Cpl R. Unangst



Sgt R. Vassar
Lcpl J. Waters



zzzzzzzzzz

Lcpl D. Wester
Cpl G. Weidman



Lcpl R. Weigand
Lcpl W. Westbrook

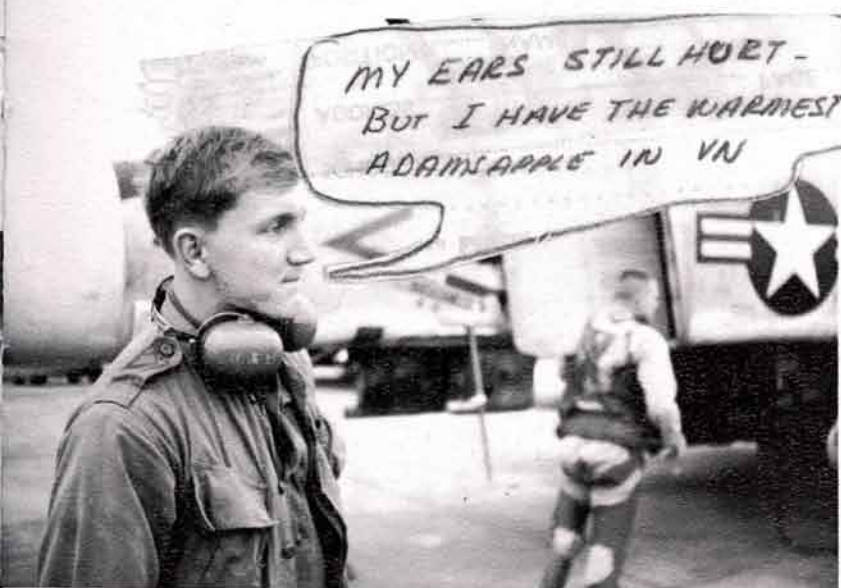




Sgt R. Wheeler
Cpl H. Williams
Cpl Zitter



Sgt D. Wilson
Sgt Wolfe
Cpl J. Wright



Six months ago I couldn't even spell maintenance, now I are one

VIETNAM * THE COUNTRY

Vietnam appears as a contrast of mountains and valleys, rivers and mountain chains, plains and elevations. The annamite Mountains generally parallel the coast at an average height of 5500 feet. The country itself consists of extensive delta plains areas. Flat, very low with numerous small rivers and canals, these lands are very fertile and suitable for rice cultivation, but are subject to violent floods from seasonal monsoons and frequent typhoons.

While Vietnam is considered to be the world's third largest rice producer, years of war damage and population dislocation have lowered rice yields to bare minimums. Yet the average Viet, the majority of whom live in the rural areas, is still the rice grower, with secondary crops of corn, fruit and rubber. City dwellers engage in small crafts and trades, or perform various types of unskilled labor. Family life, ancestors, and relatives mean much to the average man.

The great influence of religious ceremony and ritual is evident in Vietnamese life. The main religion is Buddhism, yet 20 million Viets who can be called Buddhists usually combine their religion with the creeds of Taoism, Confucianism, and animism. Thus, an individual may declare himself a member of a particular faith though he may take part in the rites of many other theologies.



The senior man is the undisputed head of the family. He rules it as he alone sees fit. The woman's role is to care for her home, husband and family, and to spend a considerable amount of the time tending the family crops and livestock.

AND THE PEOPLE

His house may have a crooked path leading to the main entrance and a mirror on the doorjam to prevent bad spirits from entering his home. Although shrines to religious spirits are common, the most important such structure in the village is the "dinh." Not only does this place serve as a home for the local patron spirits, it is the social and political center where the people gather to discuss matters of common interest. In the Northern, or I Corps where VMFA 115 lived and

worked, the mountains that we saw had peaks named "Dong Den" and "Hai Van Pass". The valleys were called "A Sha", "K Phouc", the "Happy" and Elephant". The cities were Danang, Hue, Dong Ha, Chu Lai, An Tan, An Khe and Duc Phu, and the villages were Dai Lat, Gigo Ai, Hoi An, An Hoa, Tam Ki, Phu Cat and Phu Loc and a hundred others. The shrines and the churches we saw from the air were interspersed with old French pill-boxes and bunkers. The good roads were few and the railroads consisted of fallen bridges and twisted steel curling across the countryside.

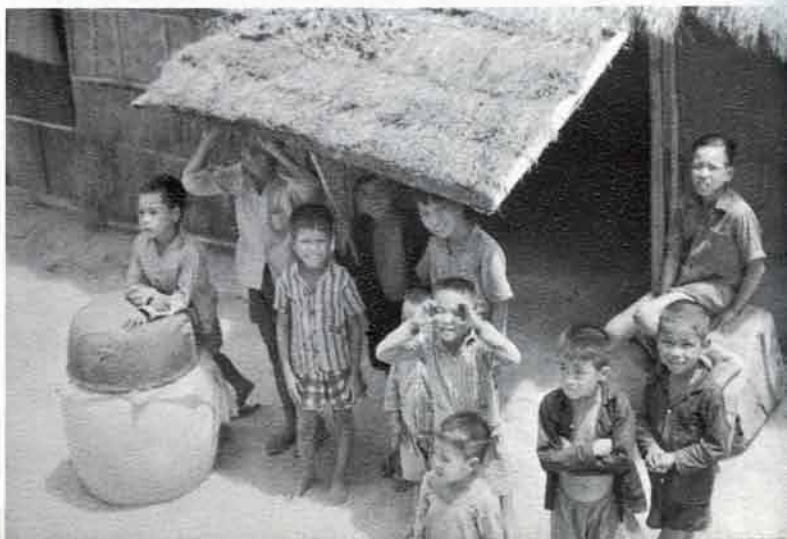
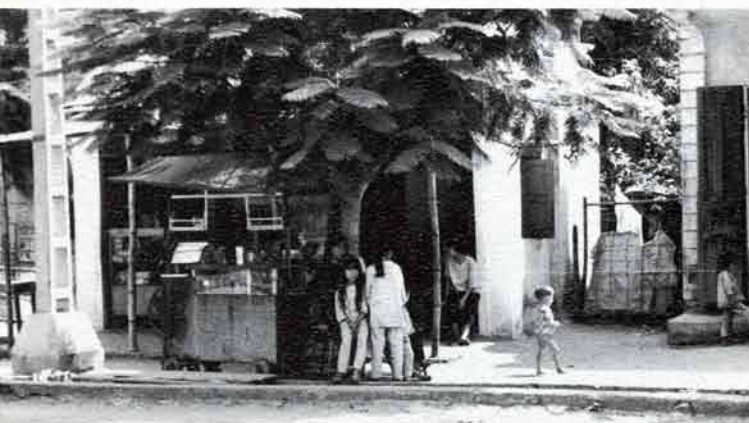


The Vietnamese we saw were usually rural families at work in their fields and paddies, dressed in white trousers and tunics. The girls who worked in the cities or the Air Base wore the traditional Ao Dai and occasionally carried parasols. Finally the Vietnamese that we supported in the field--tough looking ARVN's in their camouflage uniforms, carrying a carbine in one hand and a brace of ducks or chickens in the other.

These were the people, the places, and the country that the officers and men of VMFA 115 lived and worked among. They will be hard to forget, for being "Down South" was quite an experience.



VIETNAM ** THE CHILDREN

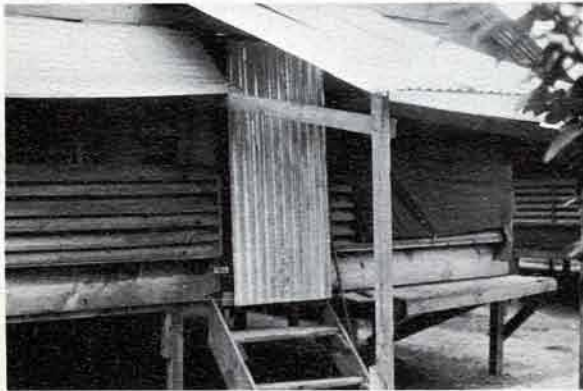




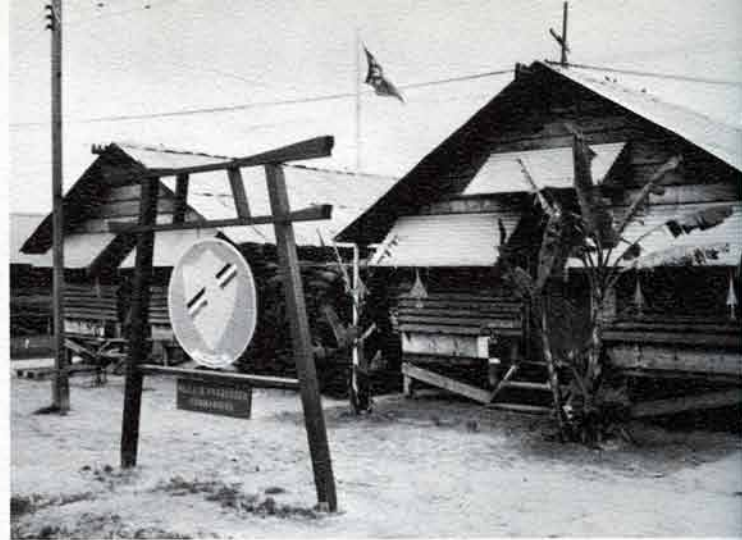
VIETNAM -- TALKIES



DANANG



Latest in architecture



Headquarters for the "Silver Eagles"



Suburbia Danang



The most modern roads



Latest in sanitary facilities

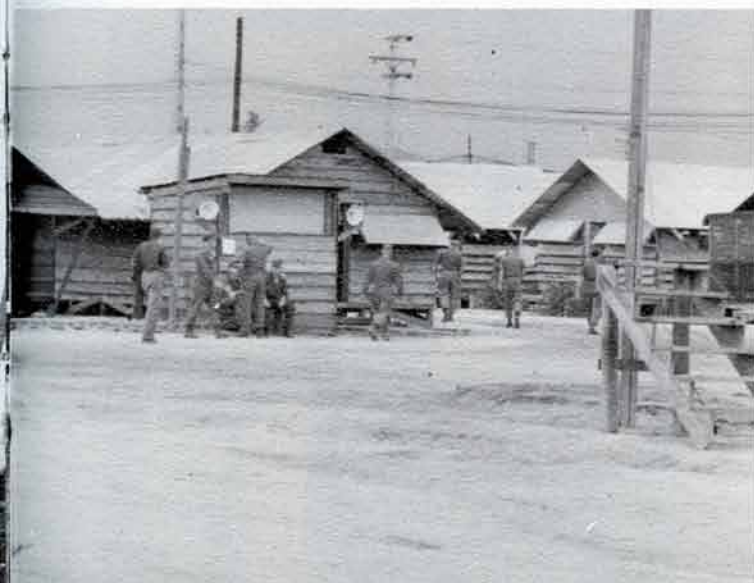




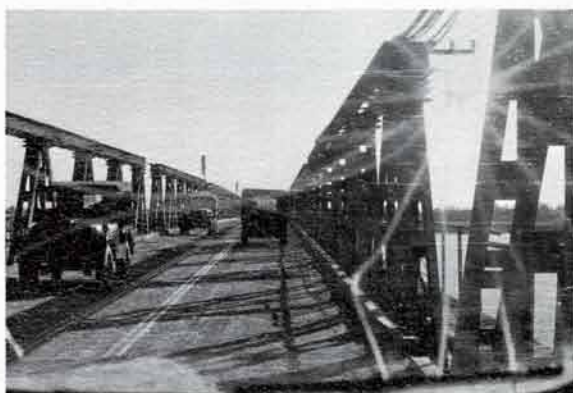
The best French Restaurant



Good clean air



What time does the flick start?



The most modern bridges



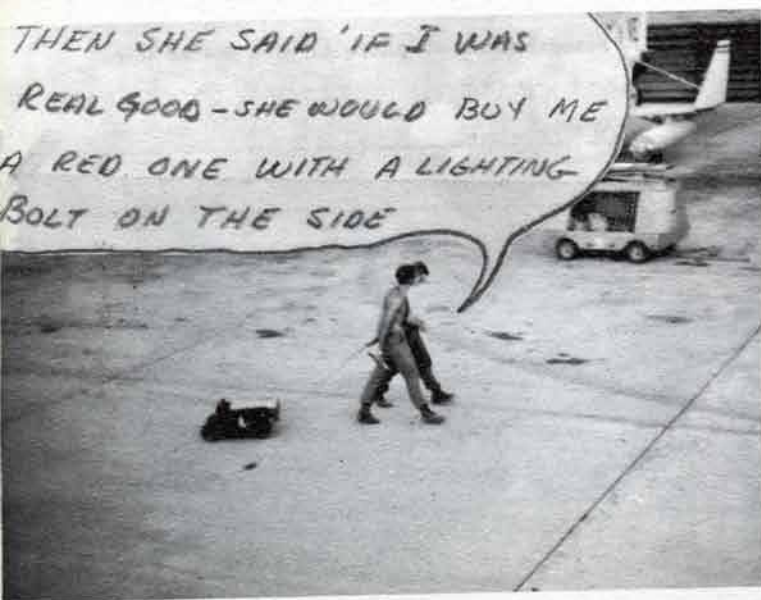
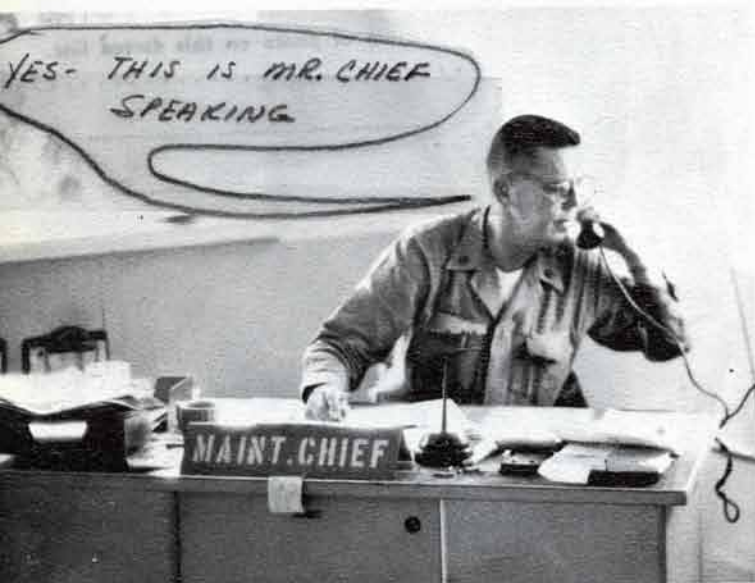
Ultimate fire-fighting equipment



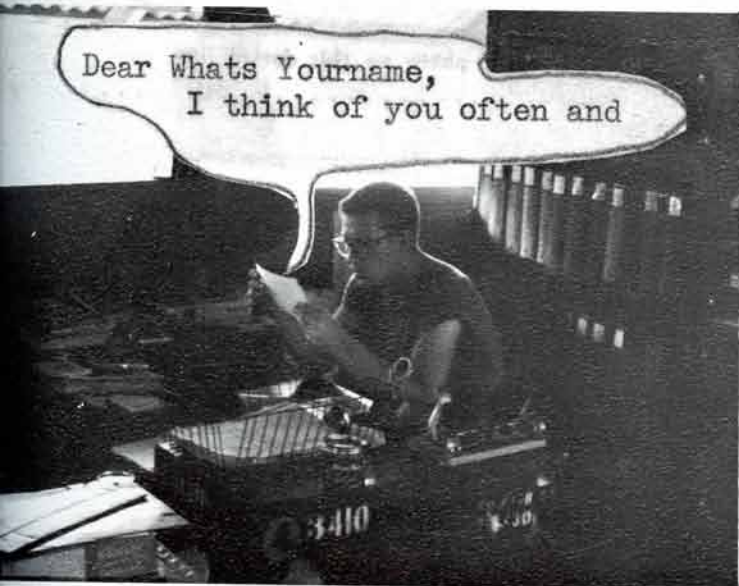
Can't use that truck--it runs

VIETNAM TALKIES

(Bring Back Memories?)



Dear Whats Yourname,
I think of you often and



I WON'T CAUSE A SCENE, HENDRICKSON -
JUST GIVE ME BACK MY CIGAR



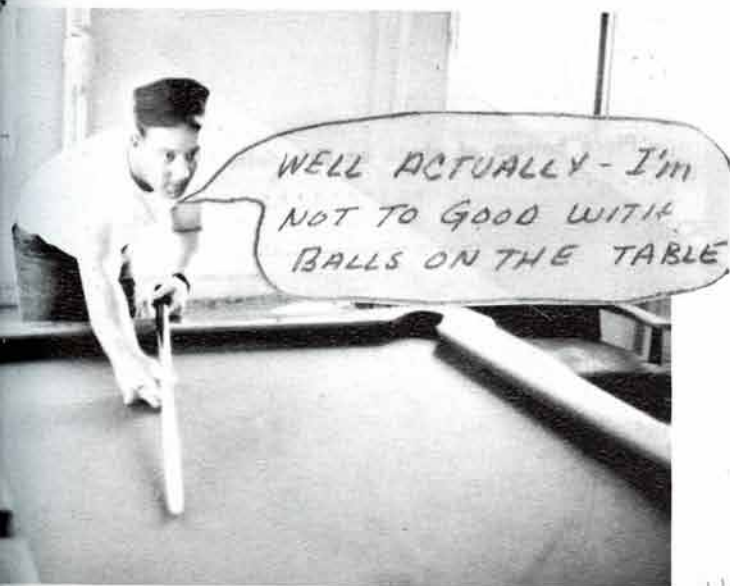
ED - YOU'RE
STILL GOING
FAC



BIG DEAL LOFGREN! SO YOU FINALLY
BECAME A PLANE CAPTAIN



WELL ACTUALLY - I'M
NOT TOO GOOD WITH
BALLS ON THE TABLE



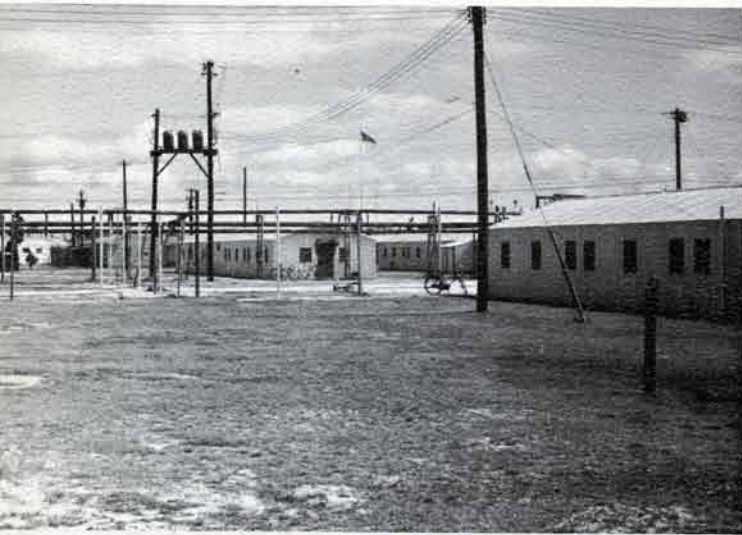
DAMNIT EVERYTIME I STRAP
IN - I GOT TO WEEWEE!



IWAKUNI



At last--no more wooden huts



Real live grass



Squadron party

Peace Park--Hiroshima





THE REAL JOHN WAYNE DAY

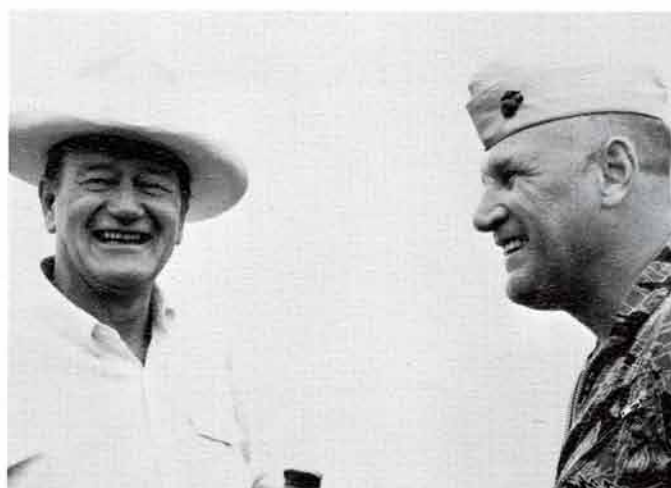


Now before you meet the boys, Duke, let's get one thing straight--this is my Squadron. They are all killers.

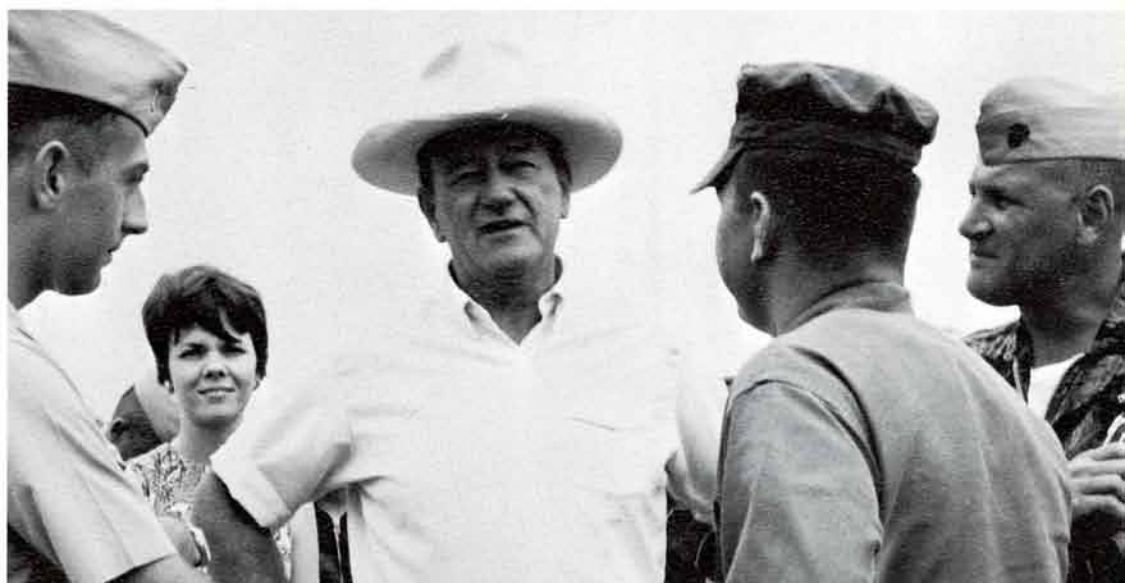




I told you they were killers--he hit you and look at him go



Moose and friend



Movie star's curse--one shows up everywhere

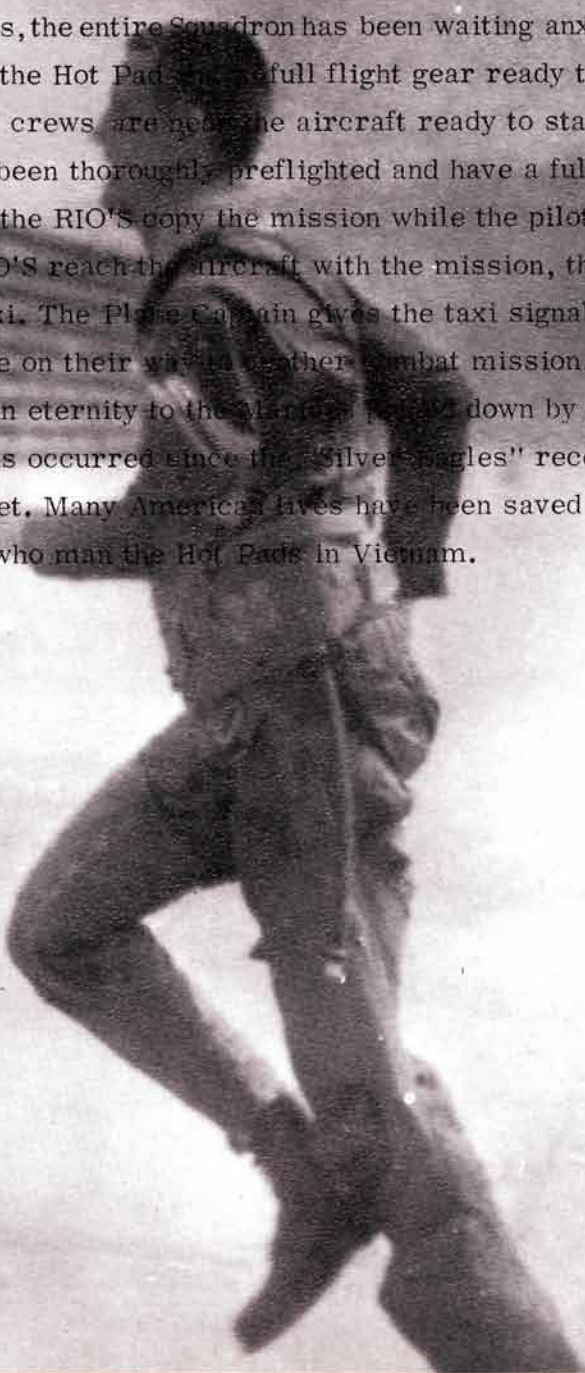
SCRAMBLE

Webster describes 'scramble' as a disorderly struggle. Those who have never been involved in one would most certainly agree with that description. However, nothing is further from the truth.

For minutes or perhaps hours, the entire Squadron has been waiting anxiously to hear that one word. The aircrews are in the Hot Pads in full flight gear ready to copy the mission they are to fly. The flight line crews are near the aircraft ready to start #1 and strap the aircrews in. The aircraft have been thoroughly preflighted and have a full load of ordnance.

When the phone call comes the RIO'S copy the mission while the pilots race out to start the aircraft. By the time the RIO'S reach the aircraft with the mission, the pilot has started both engines and is ready to taxi. The Pilot Captain gives the taxi signal and the Phantoms pull out of the revetments and are on their way to another combat mission.

Although it may seem like an eternity to the Marines pinned down by enemy fire, a time lapse of less than ten minutes has occurred since the "Silver Eagles" received word and are speeding on their way to the target. Many American lives have been saved by the professionalism and dedication of the men who man the Hot Pads in Vietnam.



SCRAMBLE ----- THE SIGHT



1. Waiting



2. The Call



3. Let's Go



4. Start 'em



5. Strapping In



6. Your Pin, Sir



7. Ready To Pull The Chocks



8. Pull The Chocks



9. Taxi Two Fox Fours



10. A Full Load



11. Outbound



12. Another Fast One



13. To The Active



14. Dash One Rolling



15. Dash Two Rolling



16. Airborne



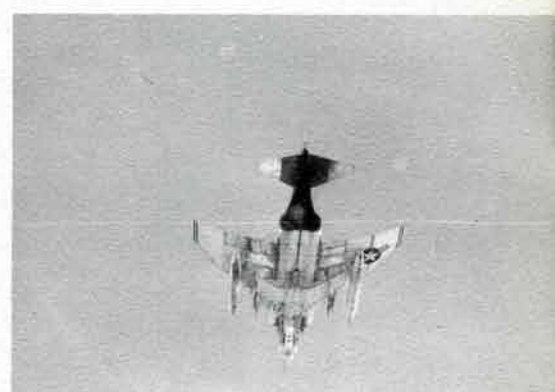
17. Heading For The Target



18. I Have The Target In Sight, In Hot



19. Ones Off, Switches Safe



20. Mission Complete



21. One Is Back



22. Both On The Deck

SCRAMBLE - - - THE SOUND

Many of us have seen the aircraft lift off during scrambles, but only a few know what goes on in the cockpit during these exciting flights. The following is the radio commentary between aircraft and ground during the scramble. All callsigns are fictitious.

A = Aircraft Lead

A/2 = Wingman

G = Ground

A - Chu Lai Ground, Scramble 104, Taxi 2 Tox 4s.

G - Scramble 104 taxi runway 17, wind 180 / 10, altimeter 29.94, runway temp. 94, time 25.

A - 994, out

When aircraft reaches arming area

A - 104 dash 2 button 3.

A/2 Dash 2, button 3 (switches radios) dash 2 up.

A - Chu Lai Tower, Scramble 104, 2 Fox 4s for active.

G - Scramble 104 cleared for takeoff, wind 180/10.

A - 104 dash 1 rolling.

A/2 - 104 dash 2 rolling. Dash 2 airborne, switch button 18

A - Base Control, Scramble 104 airborne with two.

G - Roger 104.

A - Dash 2 button War Control. (switches radios) War Control, Scramble 104 over.

G - Scramble 104, this is War Control, go ahead.

A - Base Control Scramble 104 airborne with 2 Fox 4s at 37 Channel 50,

ETE 1+30, 8 Napalm, to work with Chips on Green.

G - Roger, Scramble 104.

A - Dash 2 switch button 3 (switches radios) Chips, Scramble 104 over.

G - Scramble 104 This is Chips over.

A - Chips, Scramble 104, 2 Fox 4s with 8 Napalm, ETE 1+00, Fuel 1+30,
for your control, over.

G - 104 I have some Marines pinned down in a culvert just South of Danang.

I have you in sight - I am at your 9 o'clock

Your target is a bunker at the top of that hill at your two o'clock.

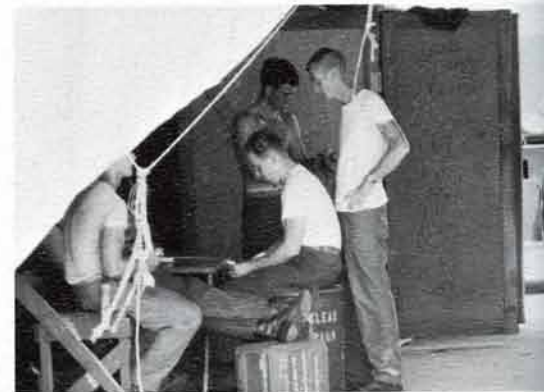
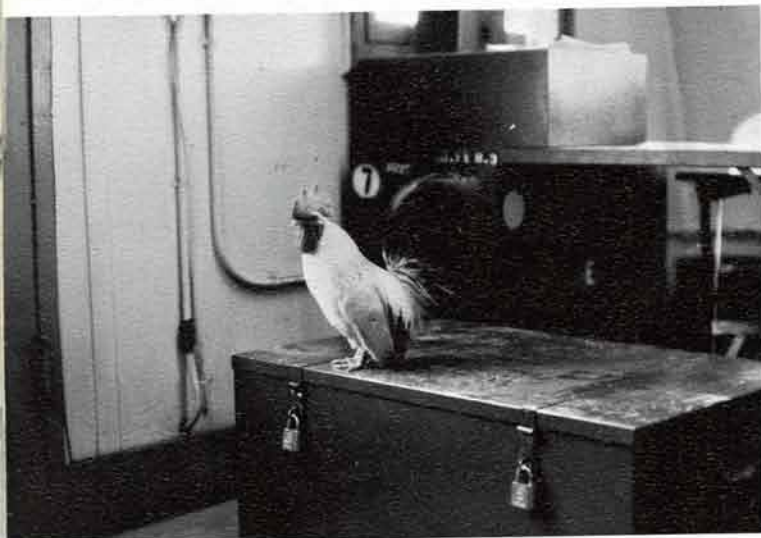
Target is 200 meters from crest of hill and east of the river. Make run in heading 230 degrees - friendlies are south of bunker 300 meters.

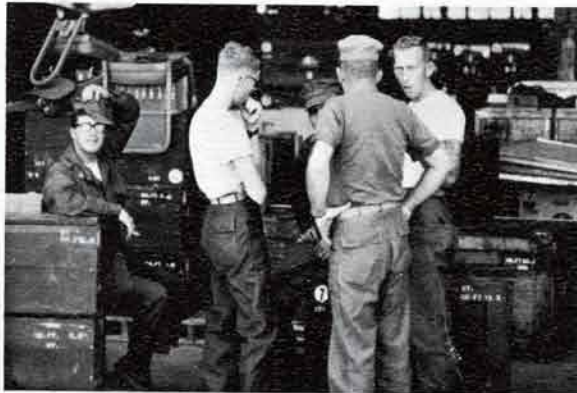
Marking with WP now ---- Do you have my smoke?

A - I have target in sight, rolling in HOT. (makes run) Dash 1 off, switches safe.
G - Nice hit 1, 2 lay yours 6 o'clock from 1's about 15 meters.
A/2 - Wilco, 2 in HOT. (makes run) 2 off, switches safe.
G - Nice runs Scramble, wait one for BDA.
A - Roger.
G - 104 BDA follows, Ready to copy? A - Ready to copy.
G - 1 bunker destroyed, 30 meters of trench line destroyed, 4 Crispy Critters and 100 over 100. Coordinates AB 123456
A - I copy. Thank you for your work. Returning Homeplate this time.
Break, Break, Dash 2 switch button War Control.
A/2 - Dash 2, War Control. (Switches radios) Dash 2 up.
A - War Control, Scramble 104 over.
G - Scramble 104, this is War Control, go ahead.
A - Scramble 104 mission complete with Chips, returning Homeplate.
Expend 8 Napalm. Coordinates follow. AB 123456, 1 bunker destroyed,
30 meters of trench line destroyed, 4 crispy critters and 100 over 100. You copy?
G - Roger I copy, Your cleared to homeplate.
A - 104 roger, break, break, Dash 2 switch button 3. (switches radios)
A - Chu Lai Tower, Scramble 104, 2 Fox 4s 10 miles north for break.
G - Scramble 104, altimeter 29.95 report numbers.
A - 995, report numbers.
A - 104 at the numbers with 2
G - 104 cleared to break.

At this time both aircraft land to complete another successful scramble and again American lives are saved due to the fast reaction of the men and aircraft who so proudly bear the name of "Silver Eagles."

CHU LAI







OH, Boy another day in Vietnam.



Hey, I got San Francisco!!!



Another Change in the frag???



Now look Major ---- If you bring back my airplane with another hole in it ---- I'm, I'm going to sit on you.



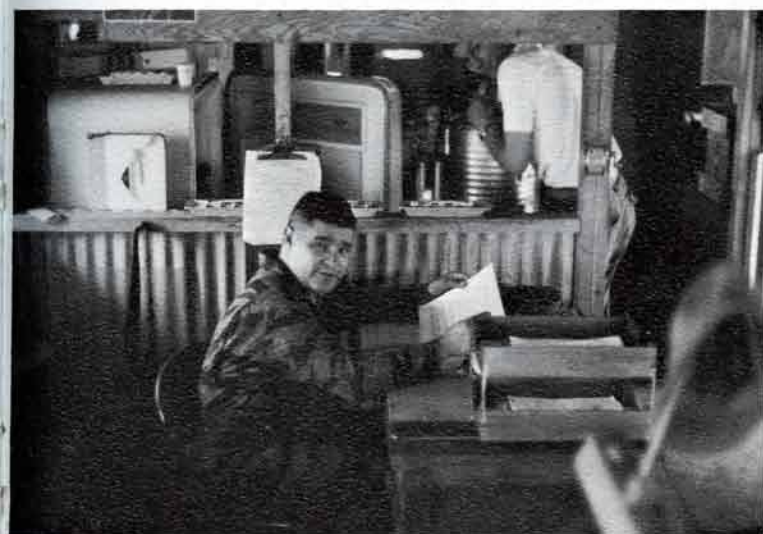
What Hydraulic leak?



Frank Buck



Skin Book? What Skin Book?

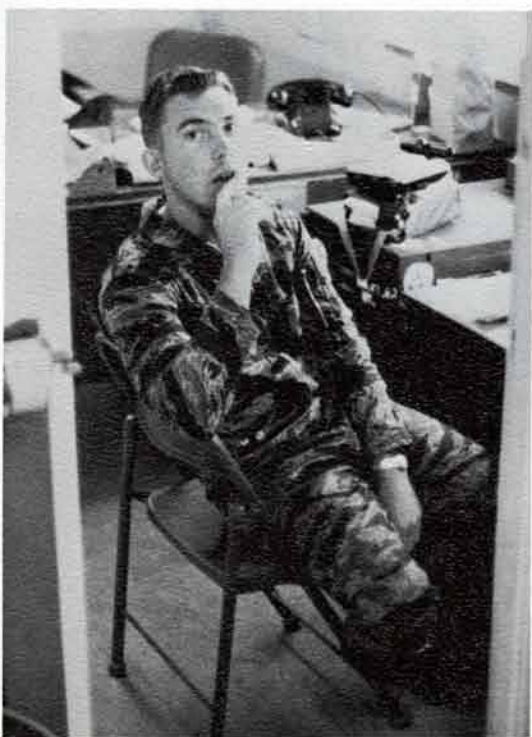


There he goes again, spiking the coffee.

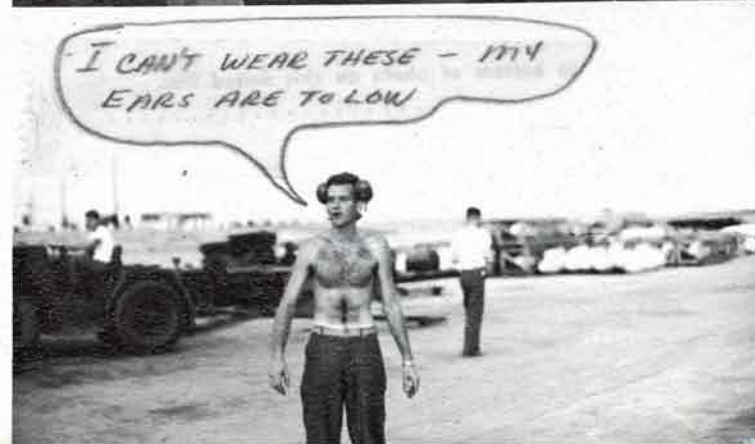
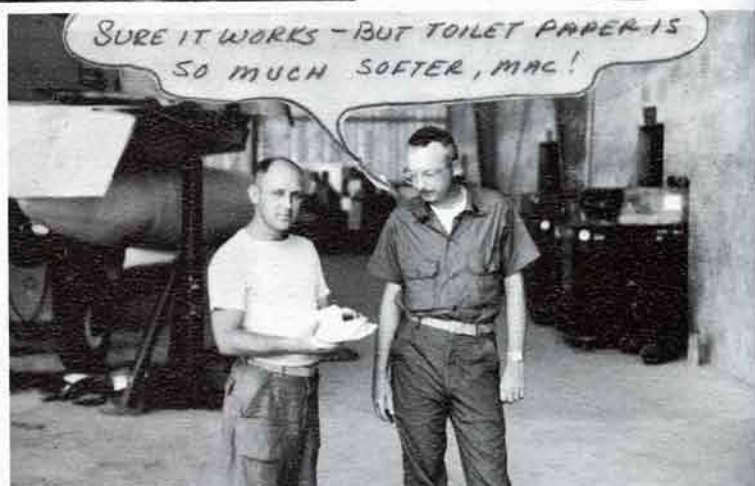
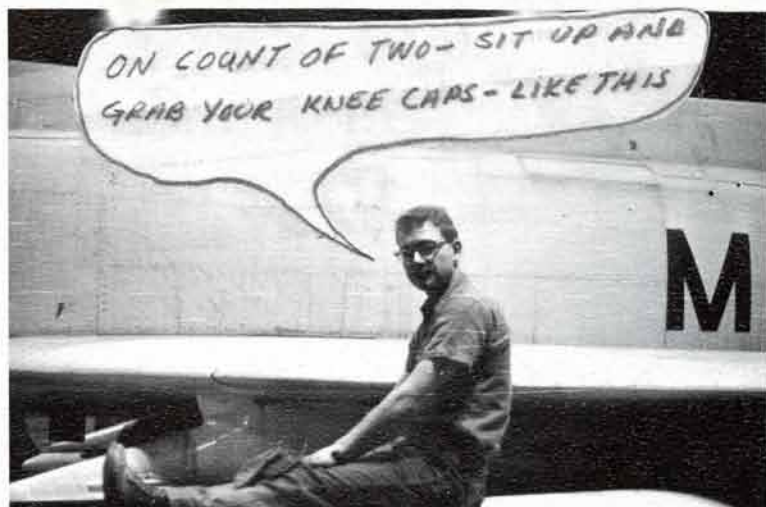
Shhh, no one can see me.

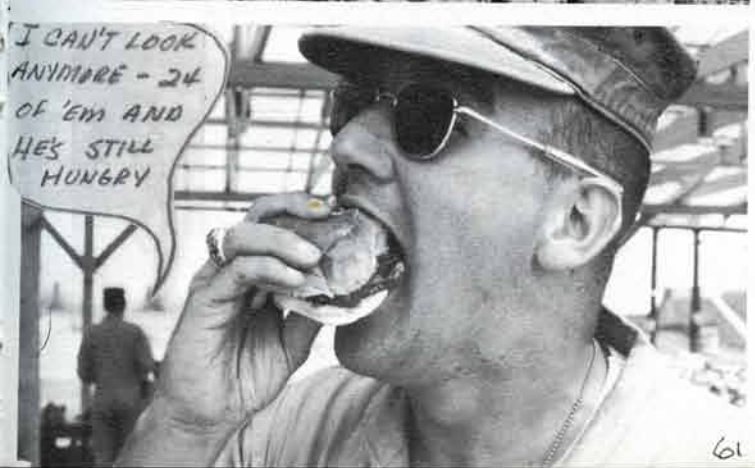
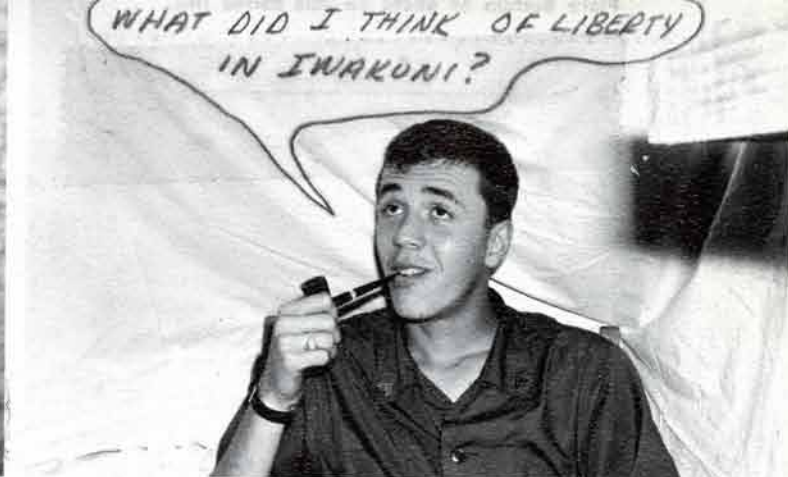


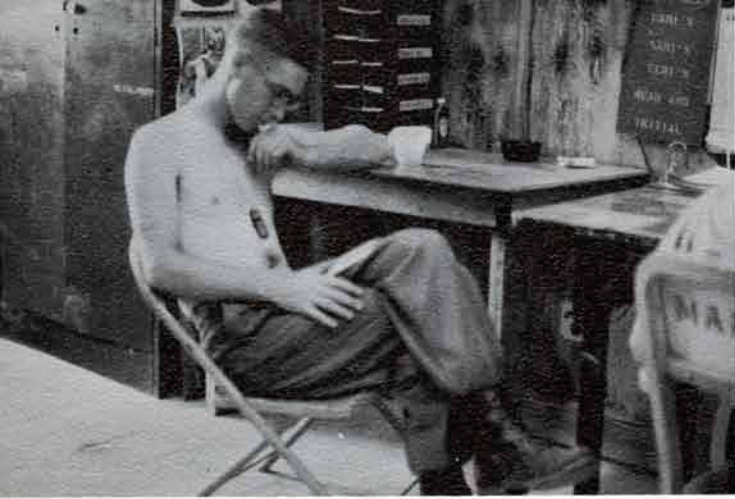
Ah, come on let me out --- we'll get mail tomorrow



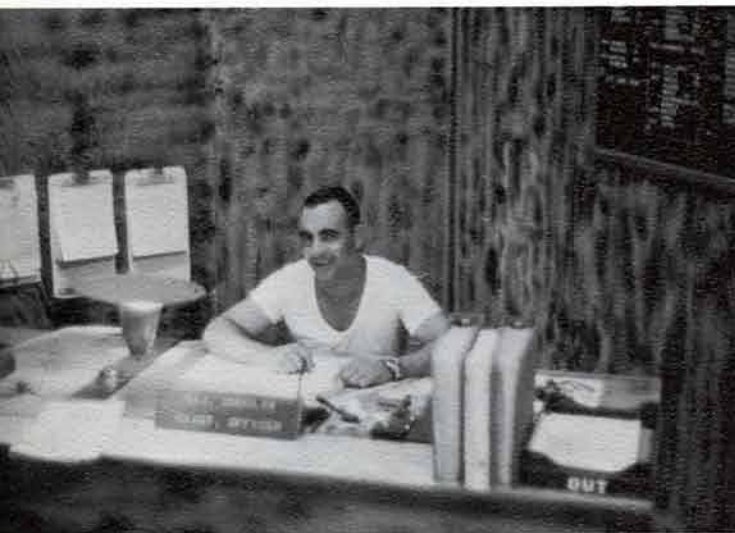
Beattle Bailly







We spent most of our time contemplating our navels.



I'm not really a Major.



It'll never get off the ground.



Like Father, Like Son



I still don't see how I got a minus forty two Toppe factor.



A Silver Eagle?



Try pushing that RED button.



Let me tell you boys about FAC.



Mail Call

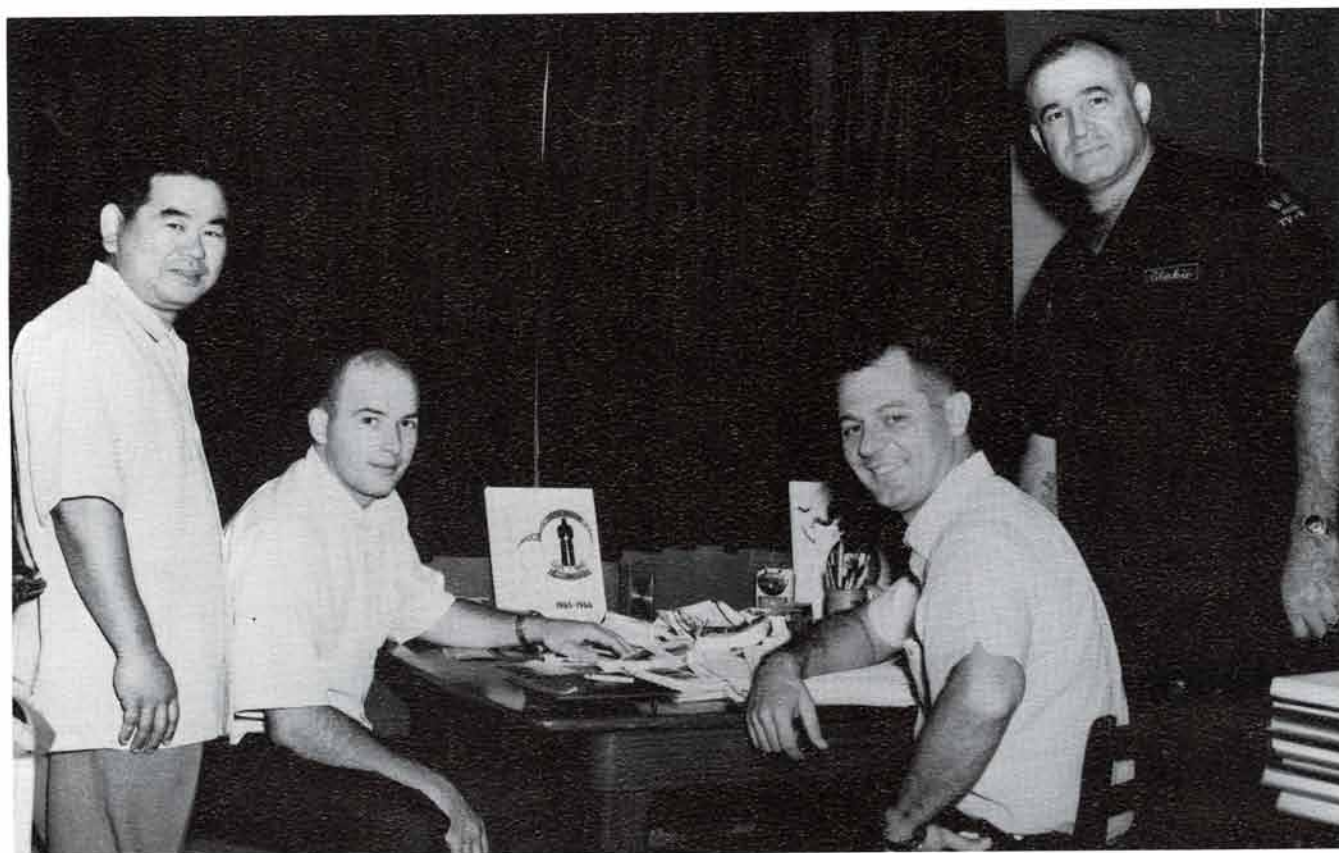


I hope the next officer doesn't have this much stuff.



Rifle Inspection

Cruise Book Staff and Technical Advisors



Mike, Tracy, Butts, Blackie at work at Blackie the Photographer's Studio in Koza, Okinawa.

Your Cruise Book editors hope that you will enjoy this book. In the years to come we feel sure that your memories will be stimulated by its contents.

T.W. Howard

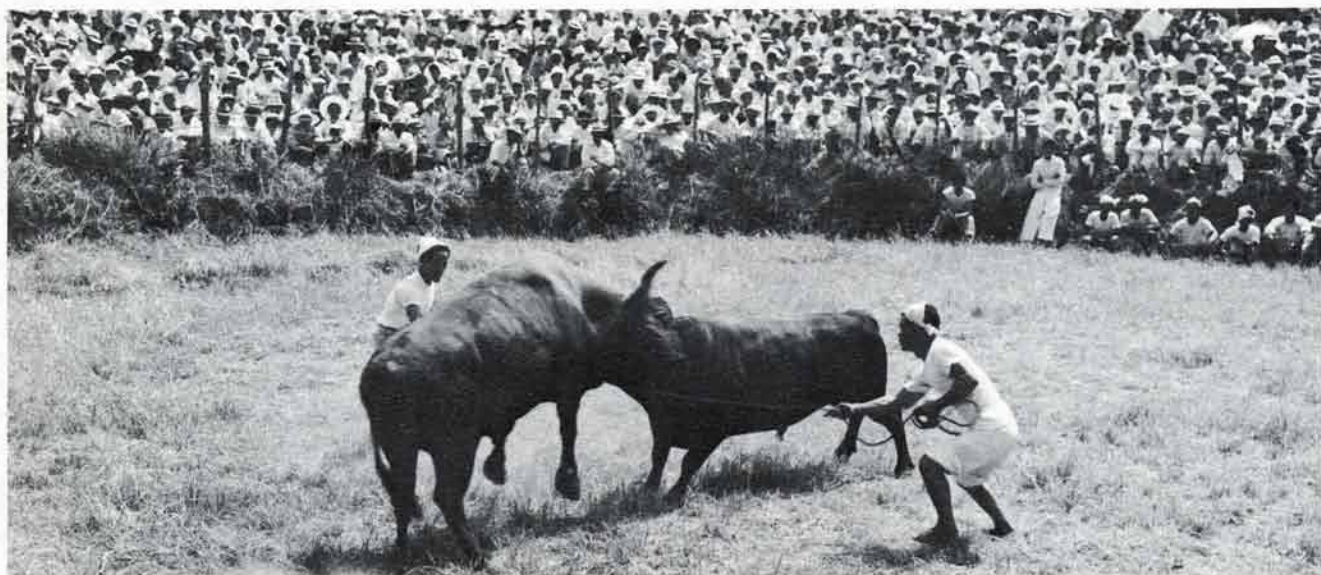
T. W. HOWARD

R.J. Buttermann

R. J. BUTTERMAN



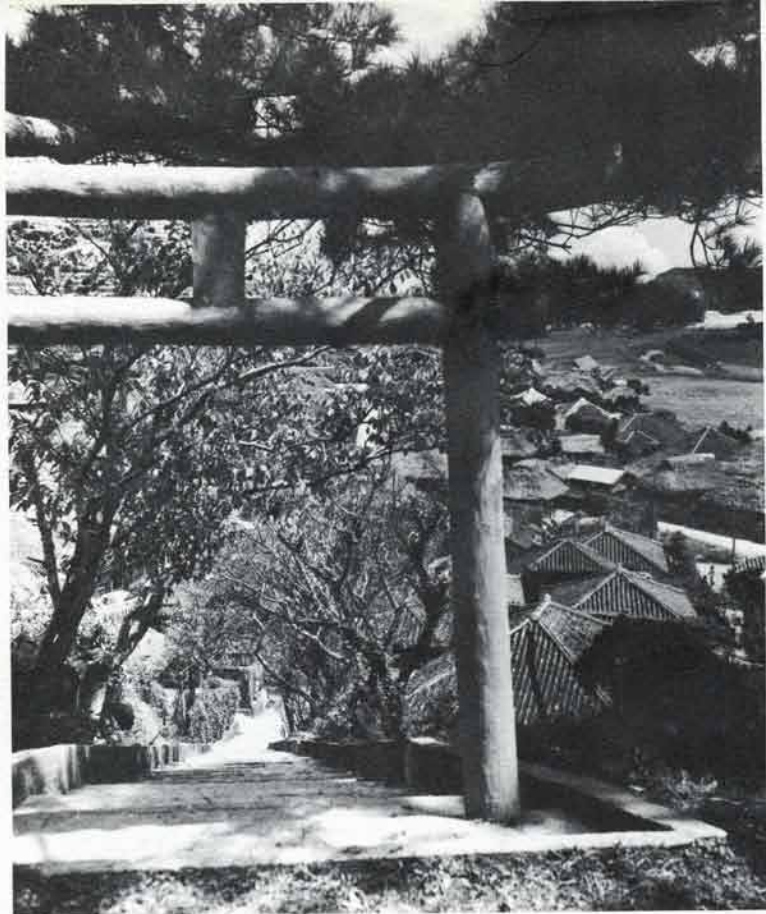
Okinawa . . . the 'Keystone of the Pacific' From 35,000 feet one can see most of the sixty miles of the famous island. 890,000 people live here.



A small island . . . but life here is highly diversified . . . from bullfights, Okinawa style, to the annual tug-o-war at Yonabaru.







A cultural cross currents — Where Japanese, Chinese and native traditions co-exist harmoniously . . .

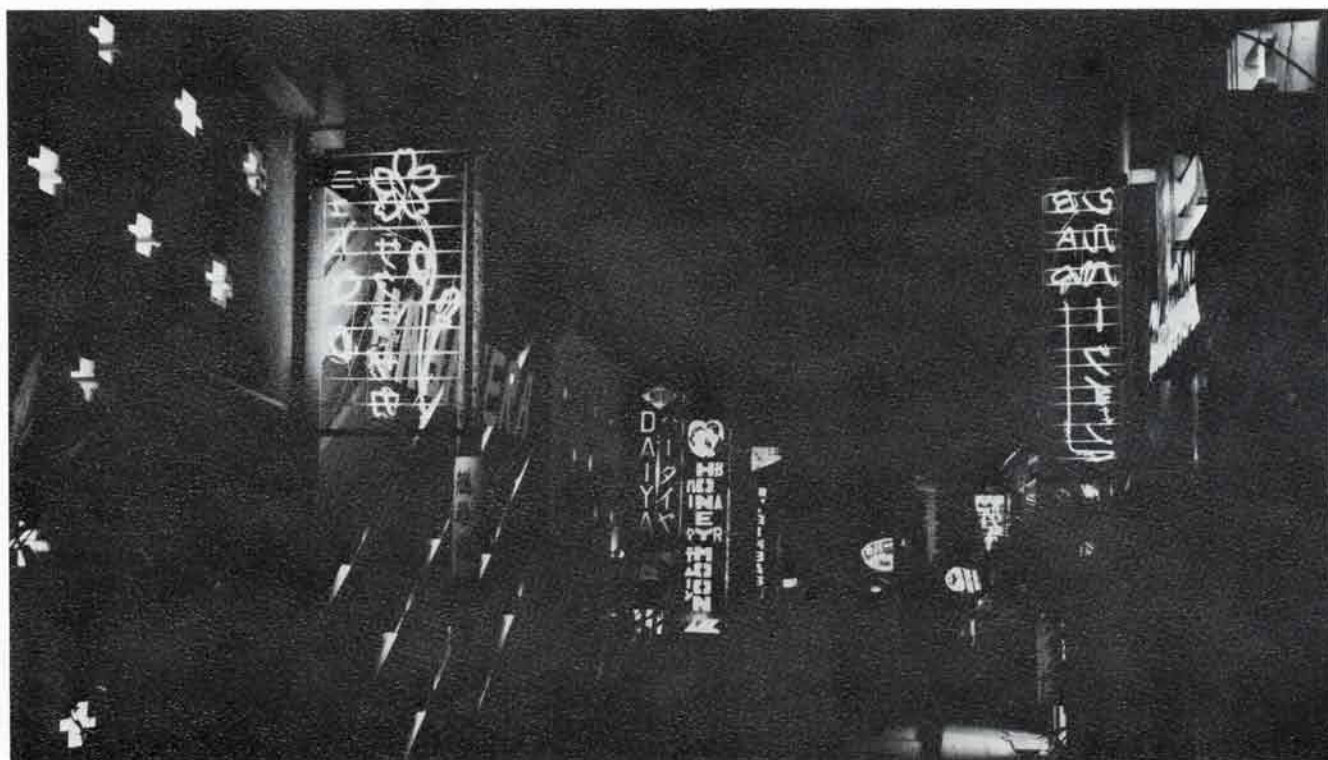




..... with the modern and industrial influences of the Western World. Here, Naha, the capital city and also the largest, with a population of 290,000 people.

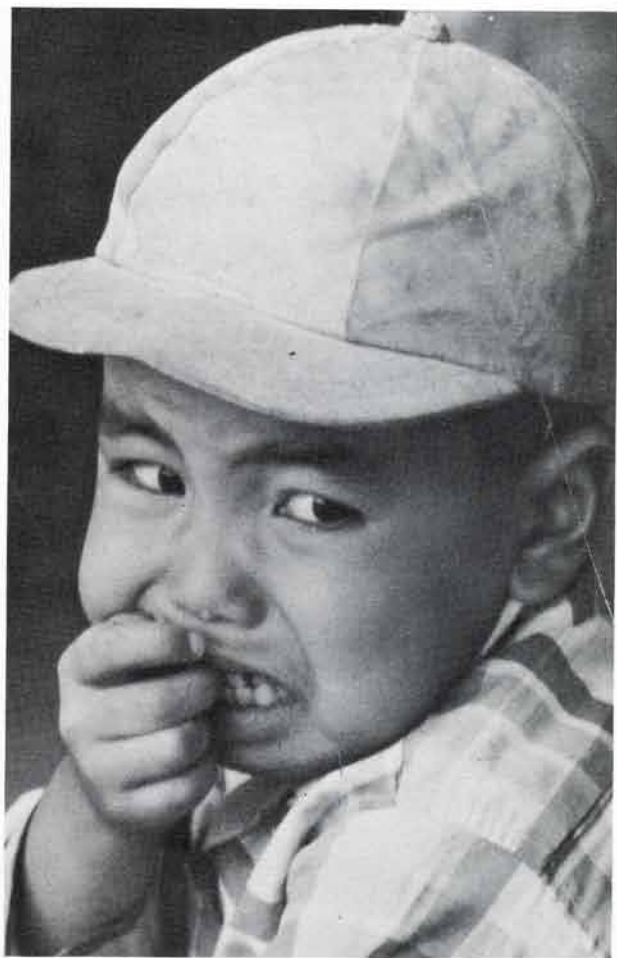
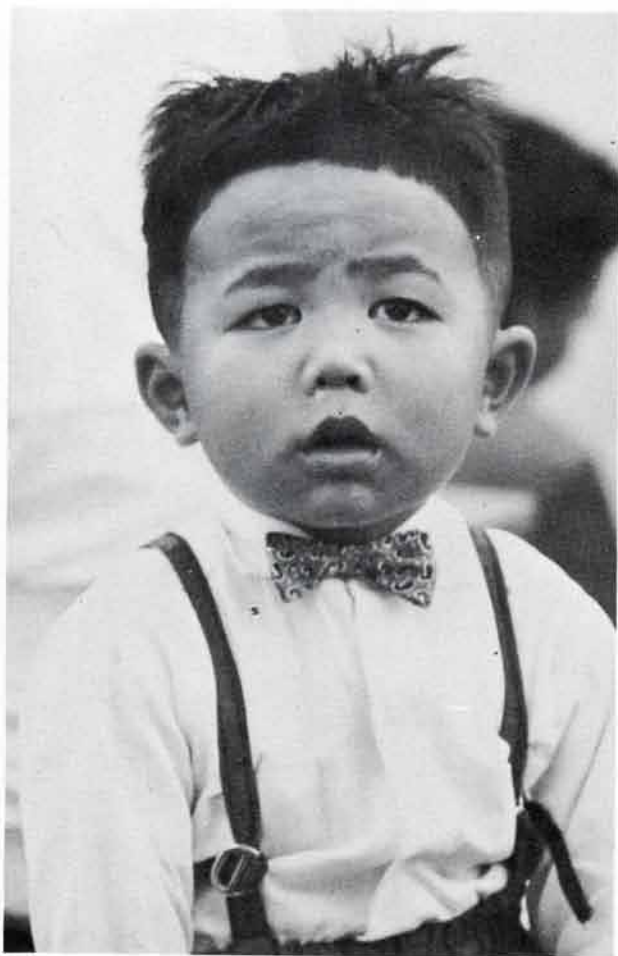


Naha is a modern city, with all the "pleasures" of the contemporary metropolis.









Okinawa children are everywhere —
or so it seems.



Unchanged, and
unchanging—
the faces of the
young and old.
The children of
the islands—full
of hope and of
the wonder of
living.







Even on this small island, there is the contrast of rural and urban peoples.





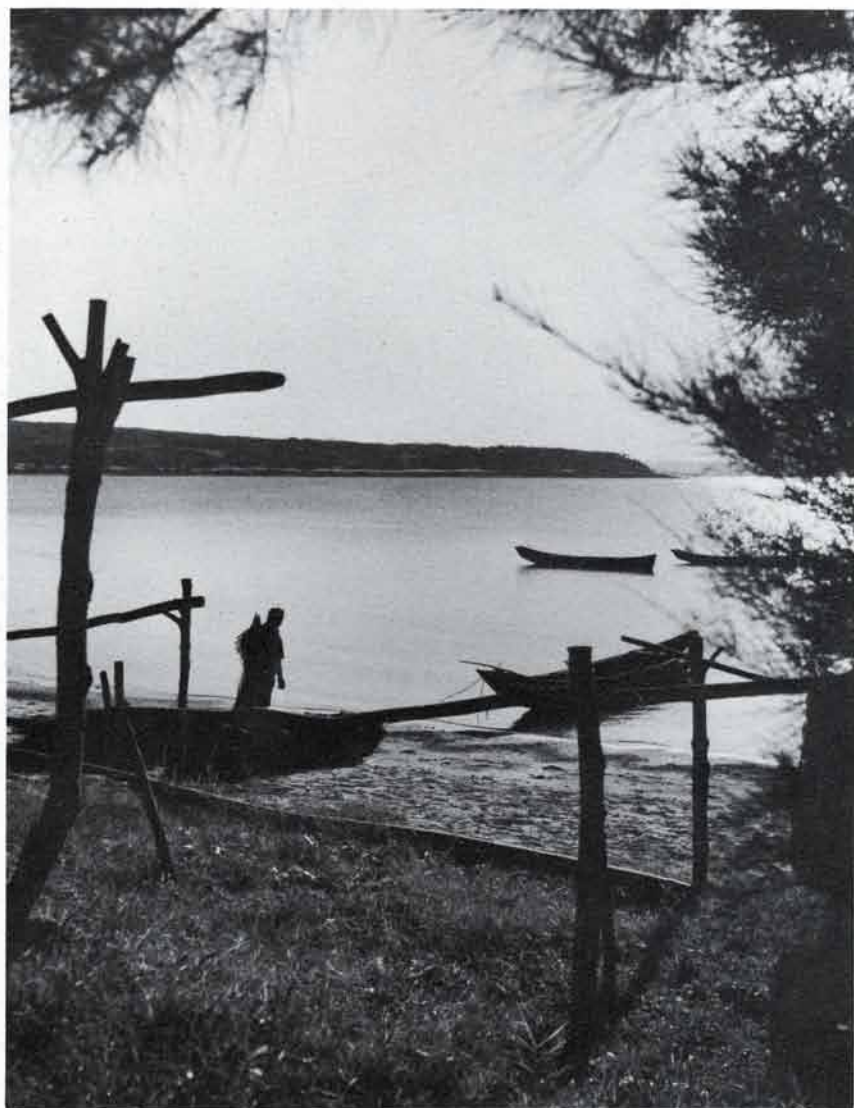


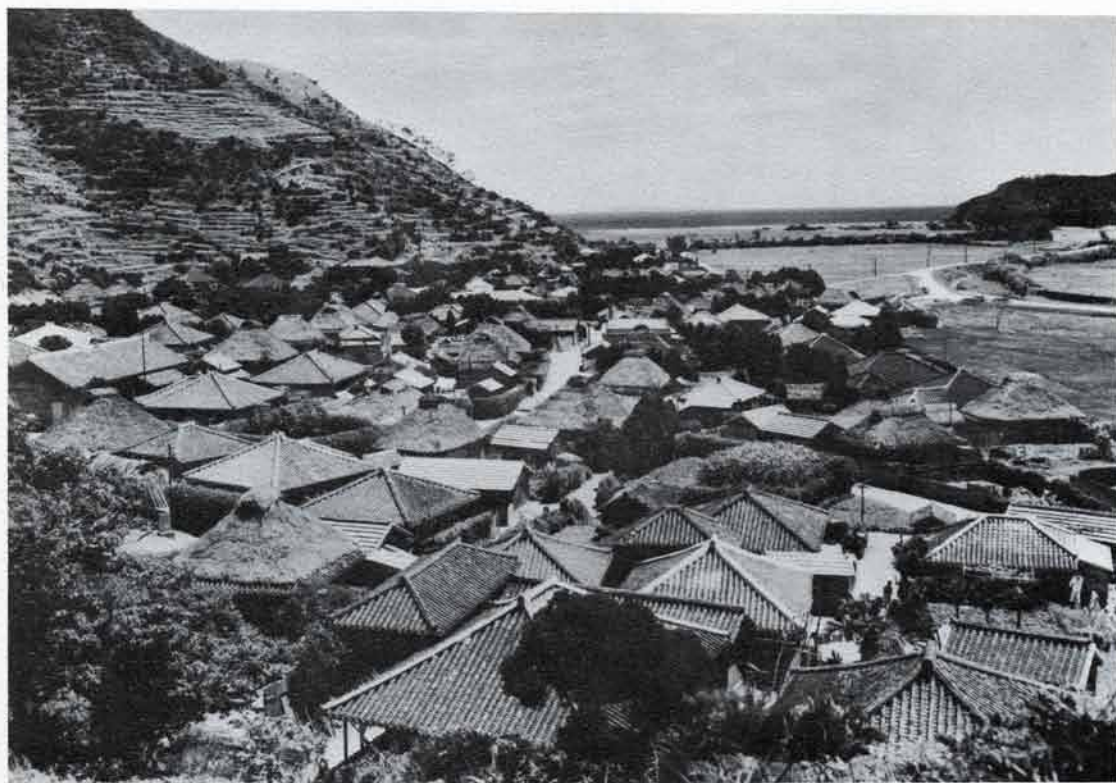




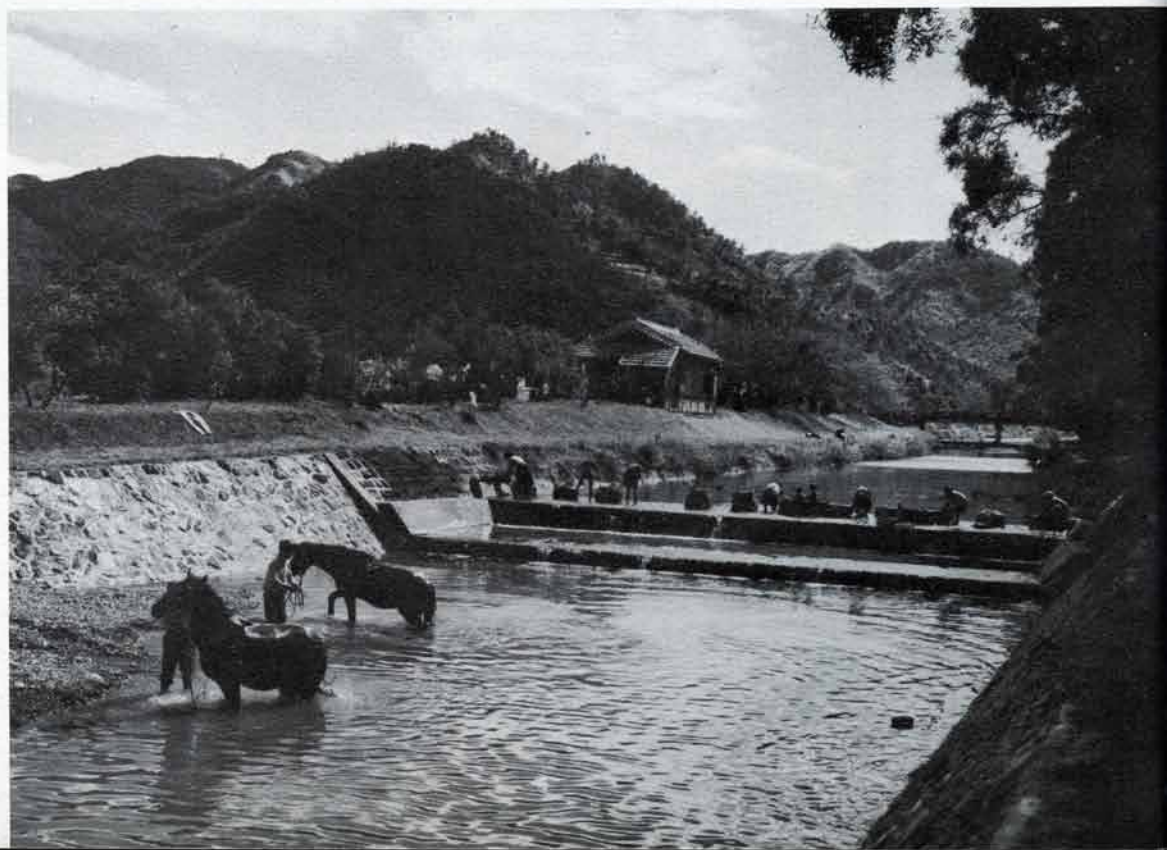
The omnipresent ocean . . . The China Sea to the west, the Pacific Ocean to the east. The great provider, a vital source of food, for centuries a mainstay of the island economy.





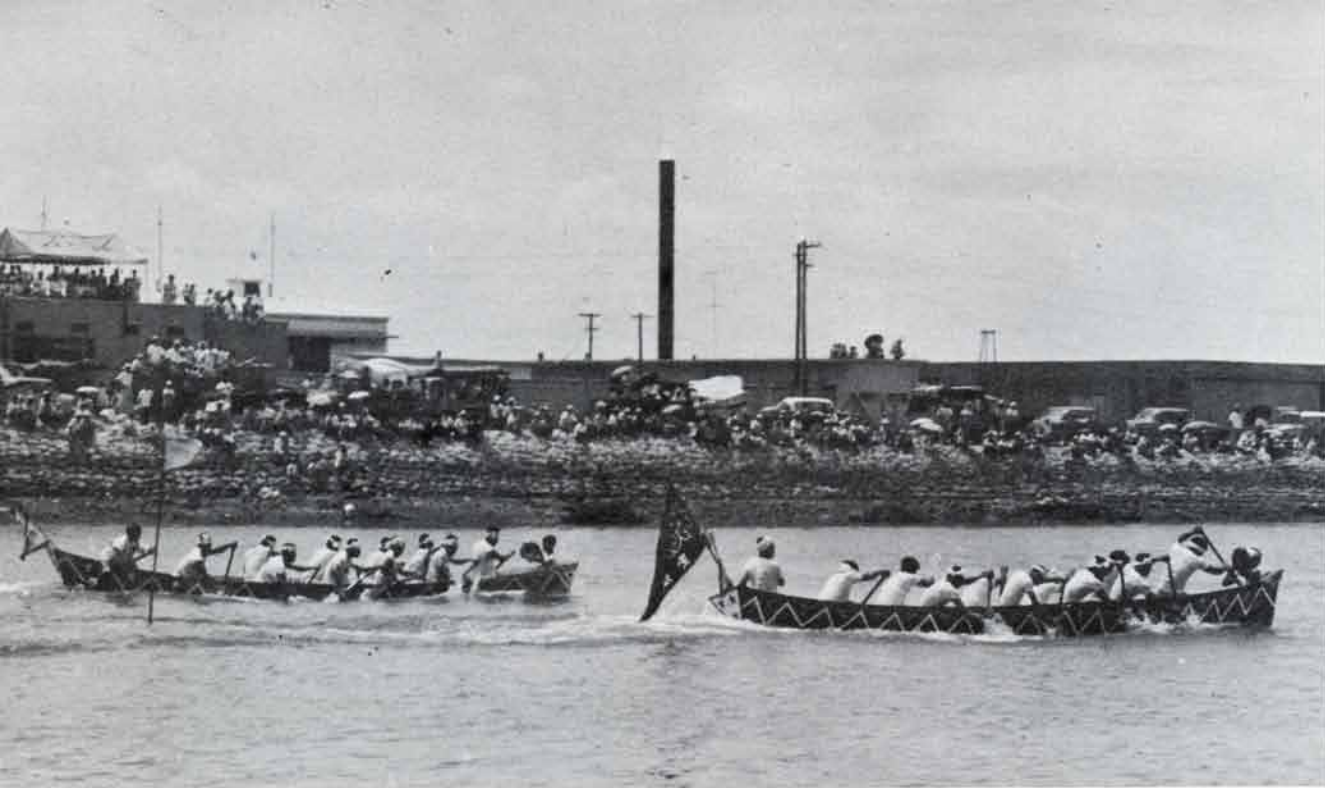


Washee—
washee.
The river
serves
many
needs
and
uses.



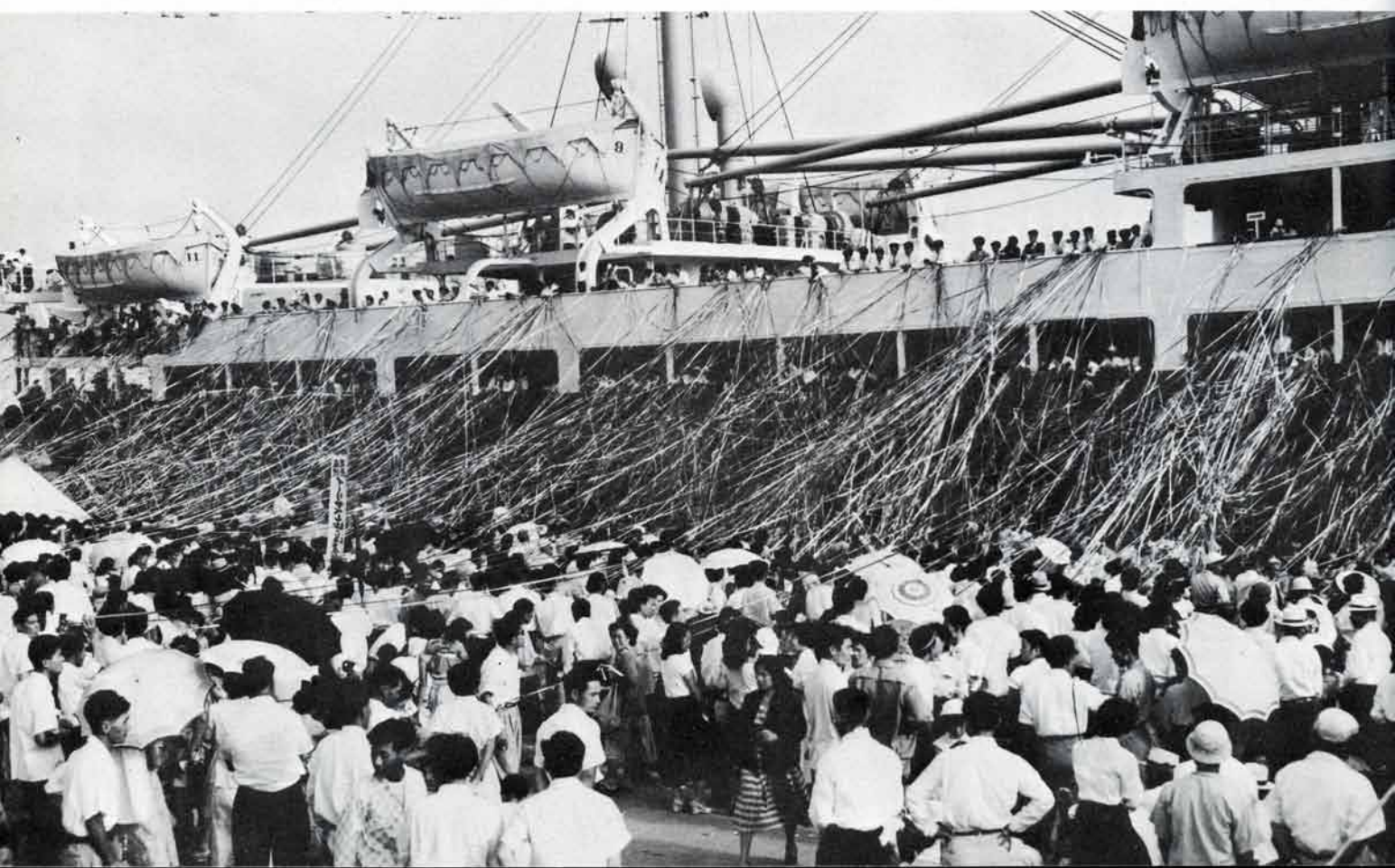


THE ANNUAL WHALE HARVEST IN NAGO.



Annual boat races in Naha.

Sayonara . . . Okiniwa style.





New Year's Day in Naha harbor.

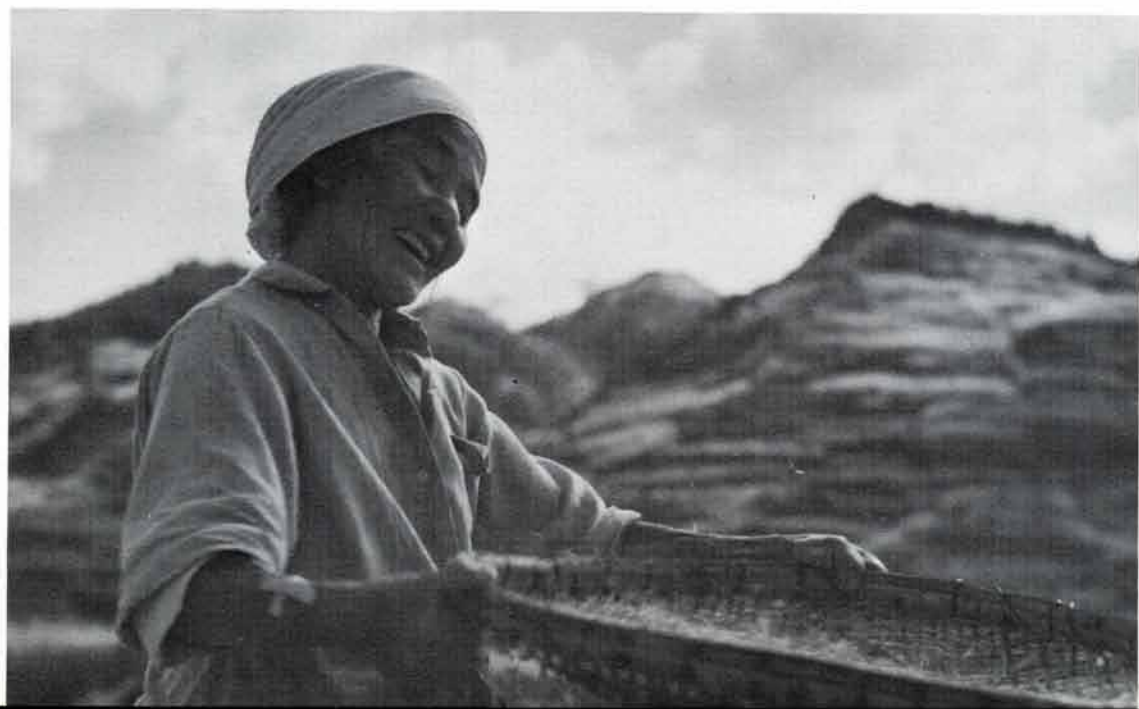


The rice lands—Okinawa's primary food source. Unfortunately, only a small part of the island is suitable for rice cultivation—Thus, the island has not known economic independence for centuries.



The flat land
necessary for rice
growing is mostly
by the sea. Here,
it is harvest time.







Rice, pineapple, and
sugar cane are the
three major crops.

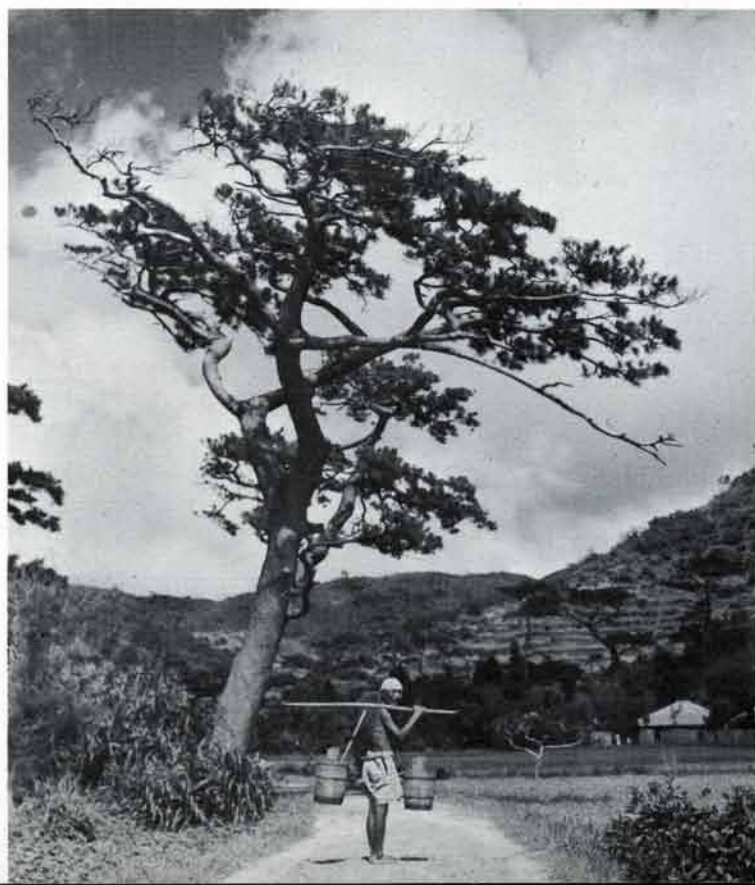




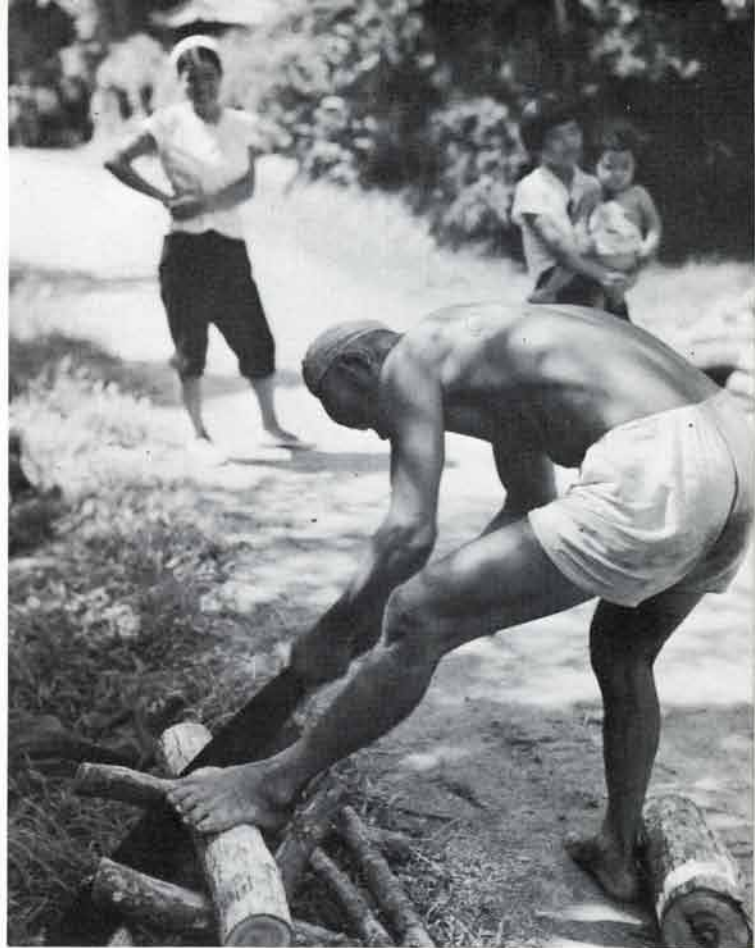
The terraced hills of the northern part of the island.



The foot peddled
rice-threshing
machine (above)
is a necessary
tool for the
rice farmer.
tools like these
and the antique
"honey-bucket" (right)
still get the job done.



Wood-cutting — a never-ending chore.



Most of the pineapple farms are in the northern part of the island.





The island coastline varies from sandy beaches to rocky cliffs.

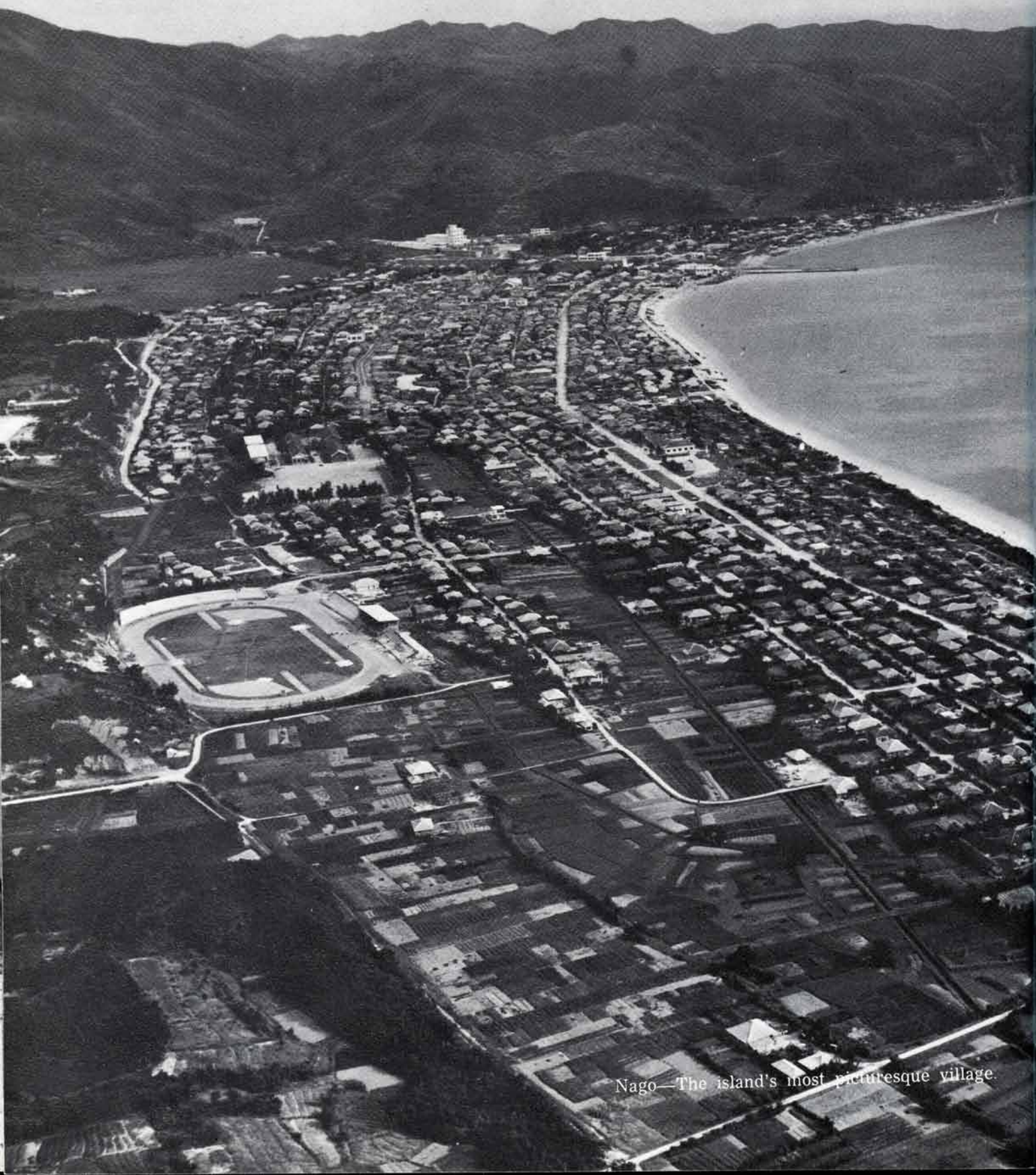




Cherry Blossom Time in Nago.



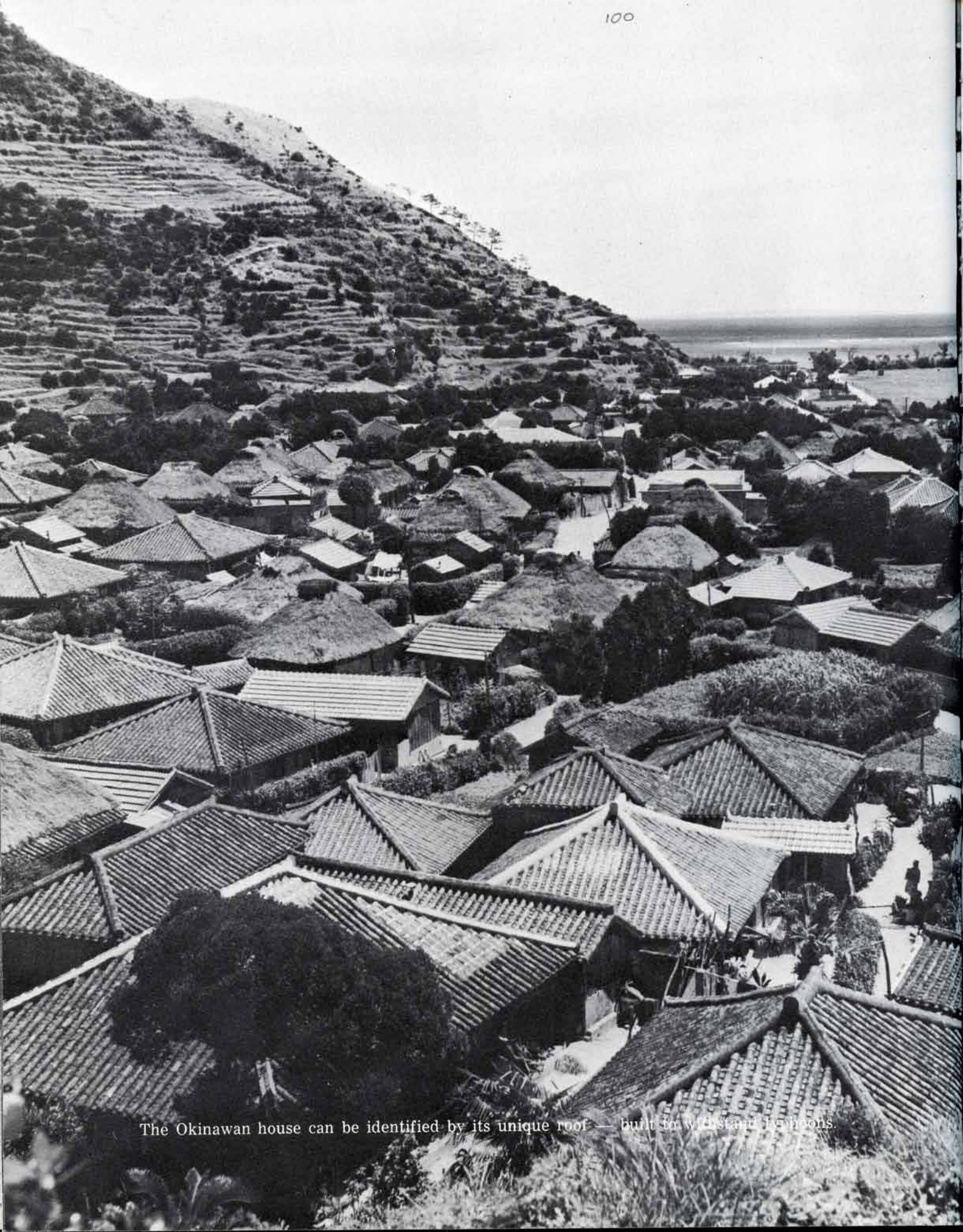




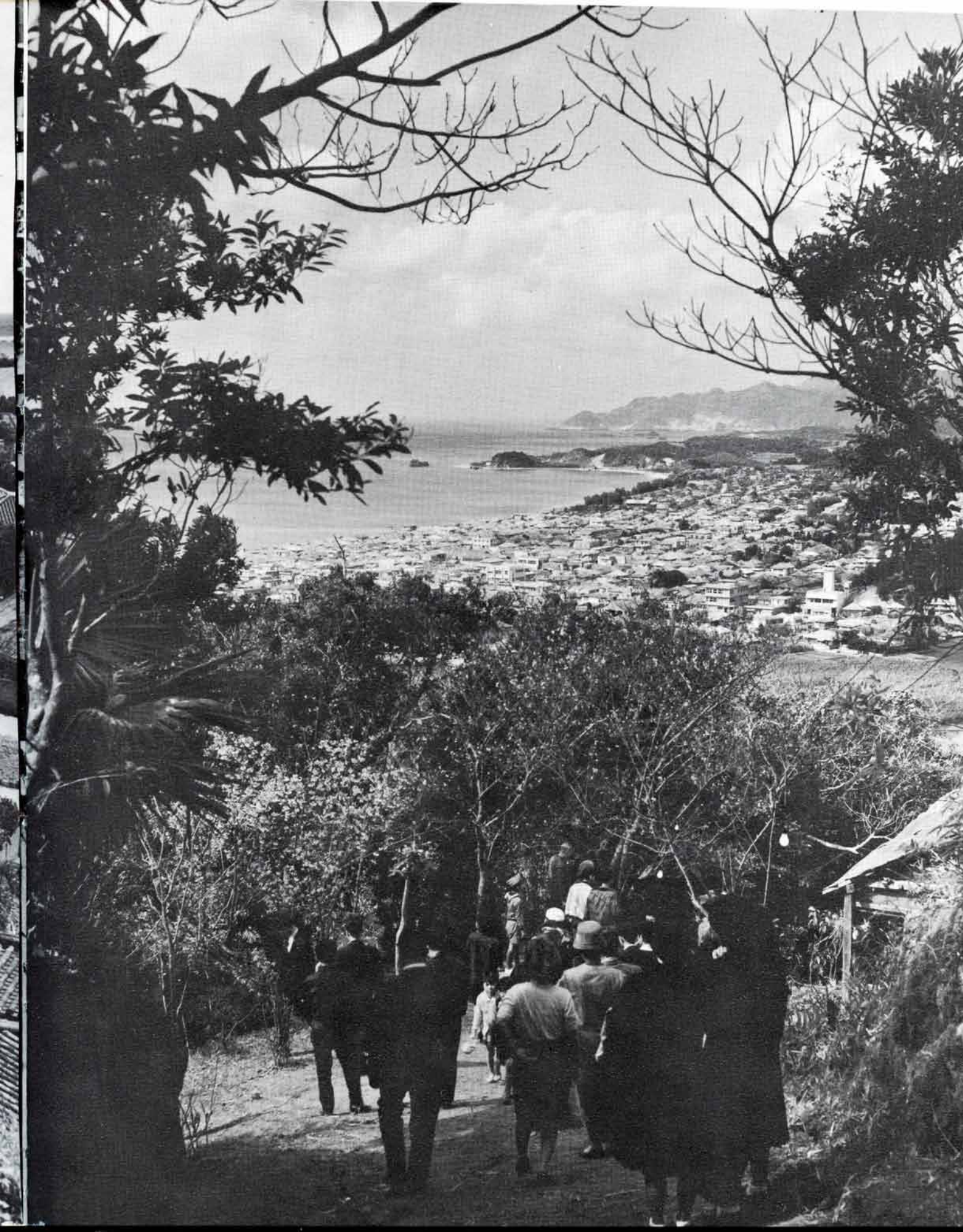
Nago—The island's most picturesque village.

The coastal villages are unchanged for centuries.





The Okinawan house can be identified by its unique roof — built to withstand typhoons.

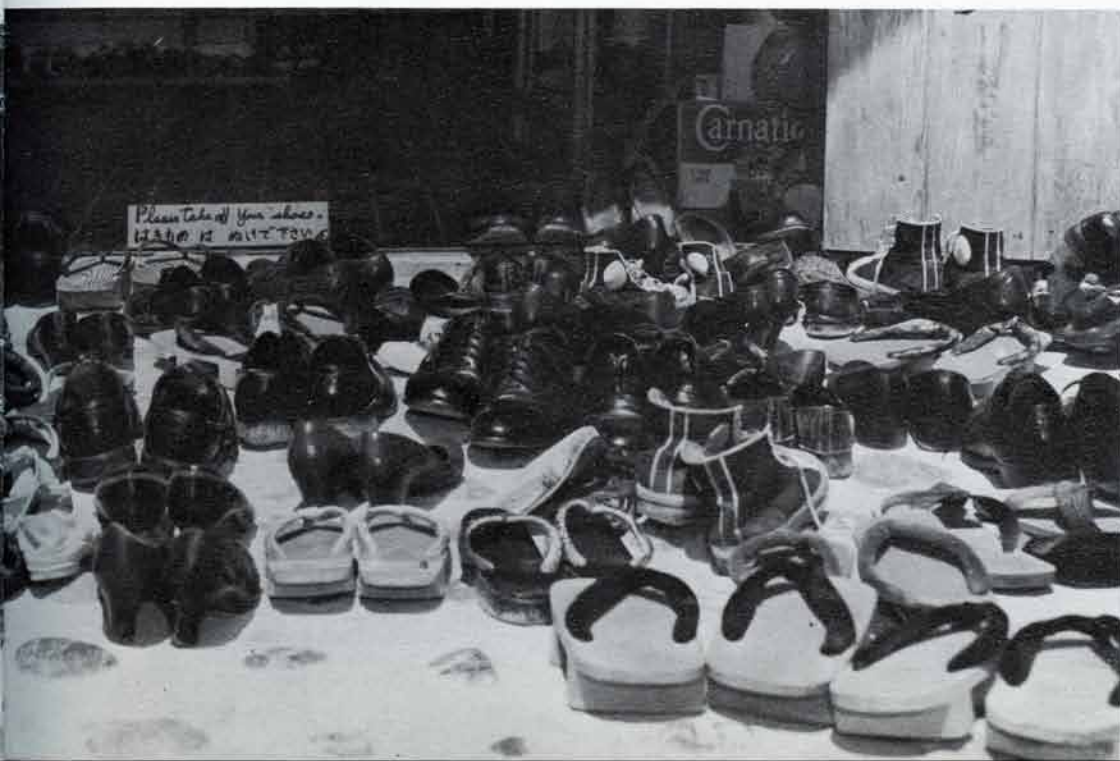




Okinawa girl in bridal kimono.

Traditions, dress, and customs
endure. The old culture shows
no signs of dying. In daily life...

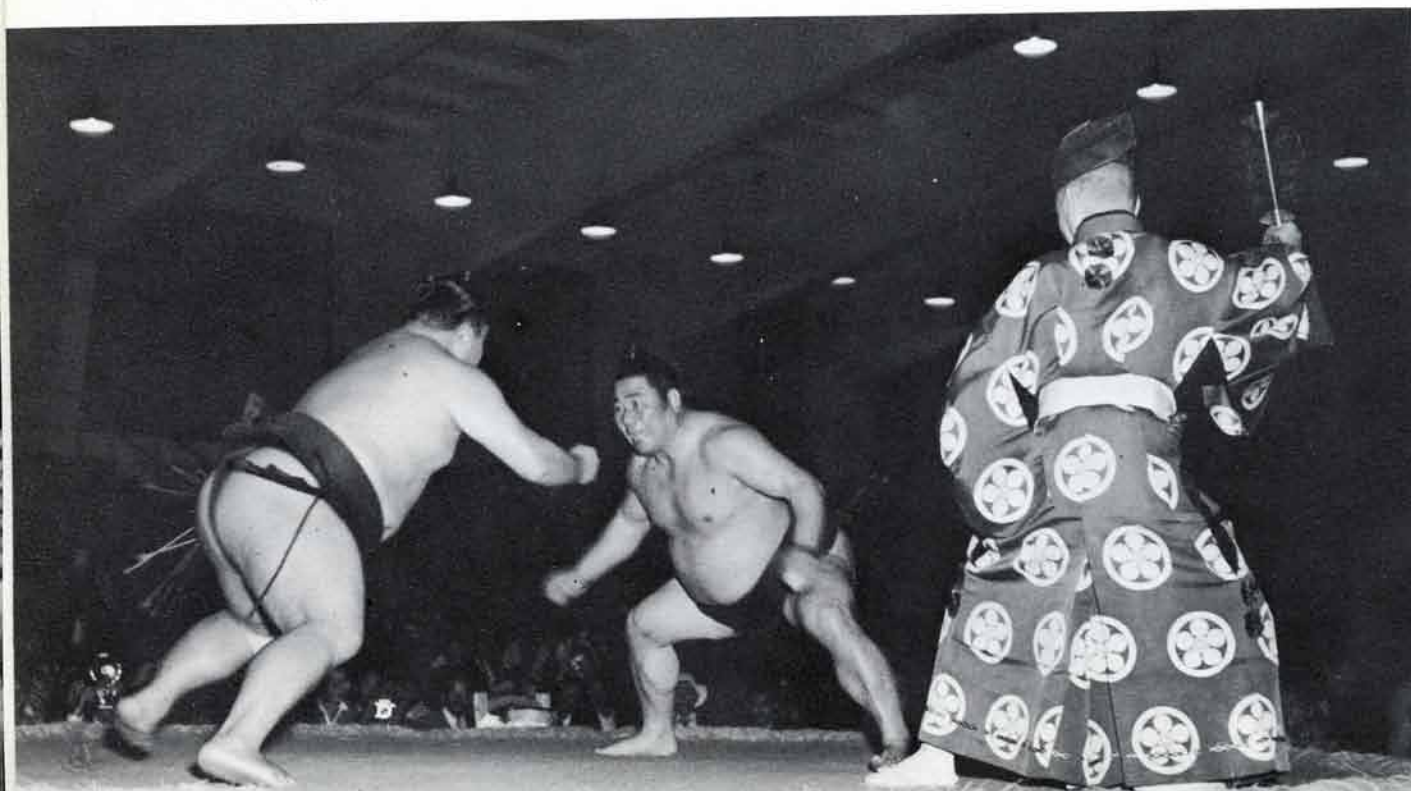






The predominate
cultural influences
are Japanese.
However an
Authentic Ryukyuan
culture does
exist.

Sumo wrestling —





Okinawa artwork — the hand-made Ben Gata.





... and in ceremonial life, the
old order asserts a new vigor.
At right, a native dance of the
festive Oban holiday.





Ceremonial dance at the annual Obon festival.



There are many Ryukyuan ceremonial dances.



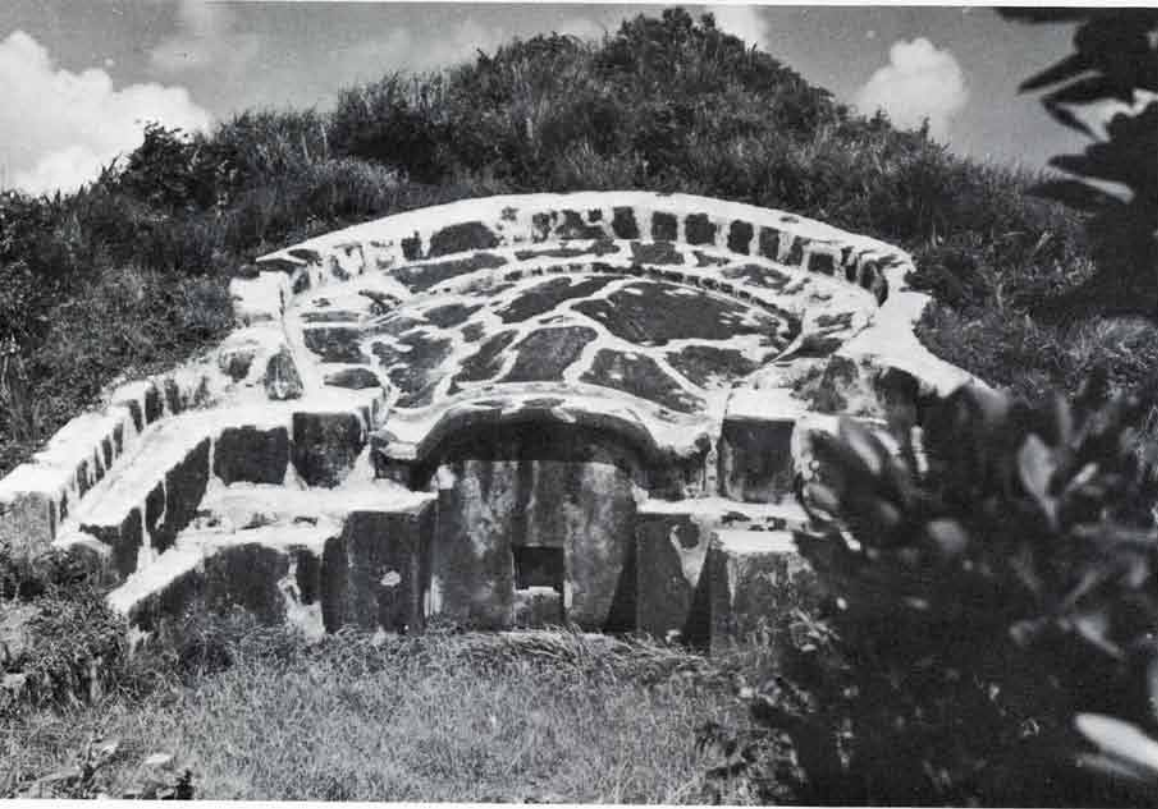




The Ryukyuan girl
or "Naison" has
all the oriental
virtues, graces
and old world
manners — and a
few new world
ones as well.







An ever-present feature of the Ryukyuan landscape, the burial tombs, where the island people have laid their loved ones to rest. These tombs sometimes cost more than the houses the people lived in. Above an old tomb, with its contemporary counterpart below.





觀音堂
歲次丁酉年春
臨濟宗妙心寺派
住持 時政 敬啟

千手千眼觀世音菩薩

Ryukyuan Buddhist Temple.



"HAPPY VALLEY"

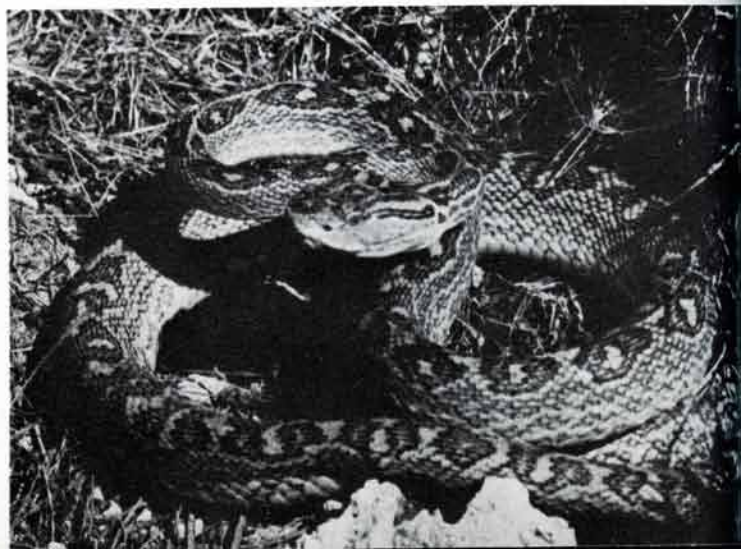






The northern part
of the island
is a lush
tropical jungle.

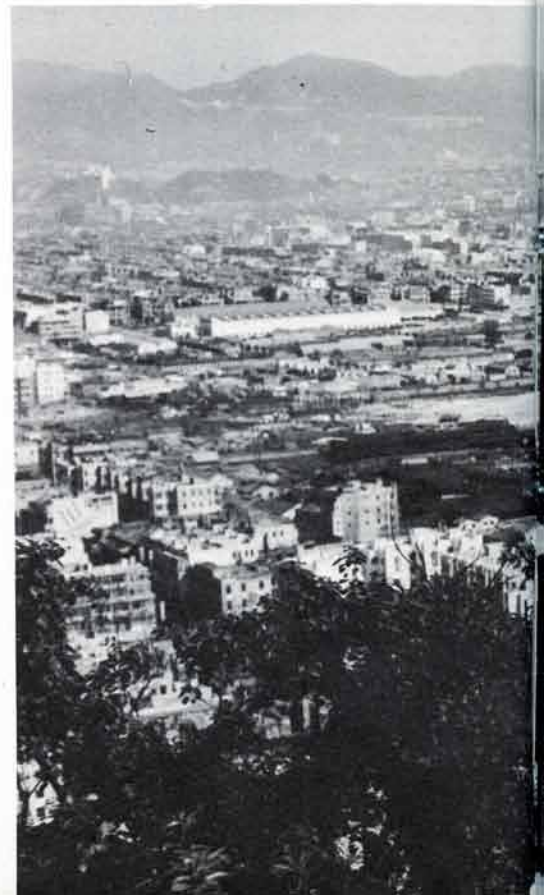
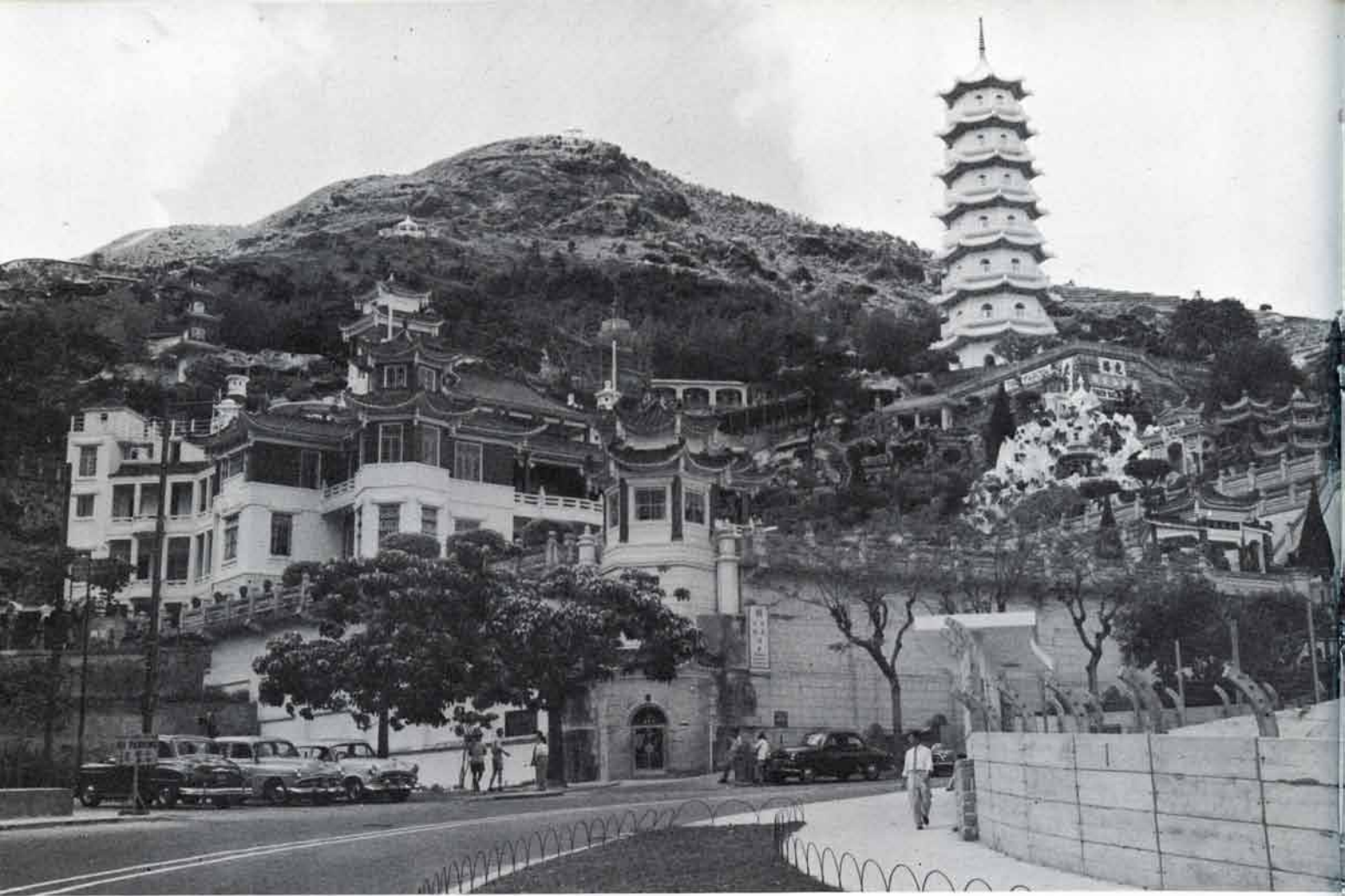
The famed Habu —
Okinawa's poisonous
snake and arch
enemy of the
mongoose.











120

Hong Kong is but a short hop by air from Okinawa and is a favorite spot for vacationing islanders. One of the world's most beautiful cities, Hong Kong offers the visitor a glimpse of old China and the best shopping in the Far East.





Tokyo tower

Japan — perhaps the most engaging country in the Far East, where centuries-old traditions endure the hustle and bustle of a prosperous industrial nation. Japan — the modern miracle.

a Buddhist shrine in Kyoto





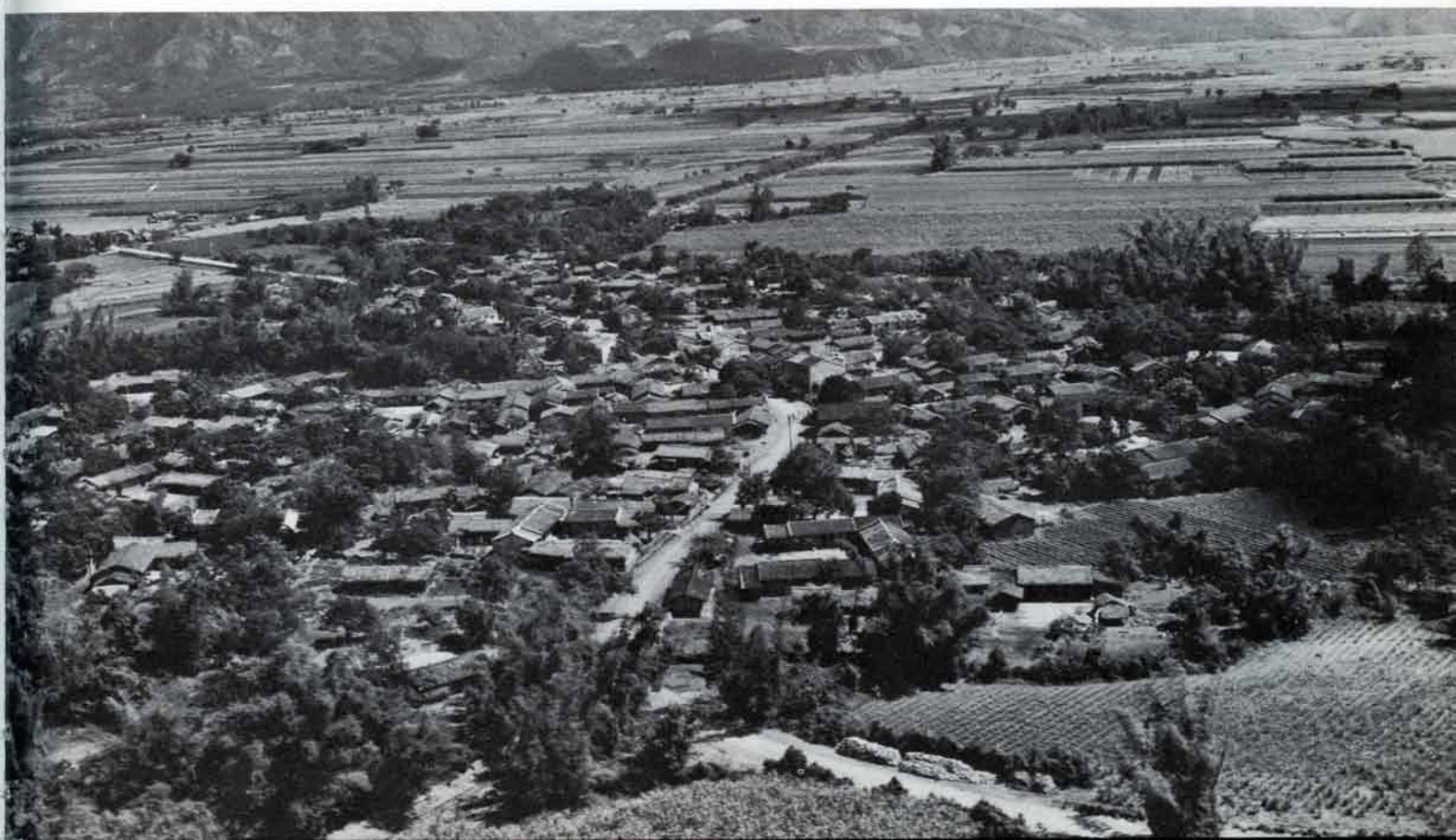
123
DOWNTOWN TOKYO

MT. FUJI OR "FUSI-SAN"



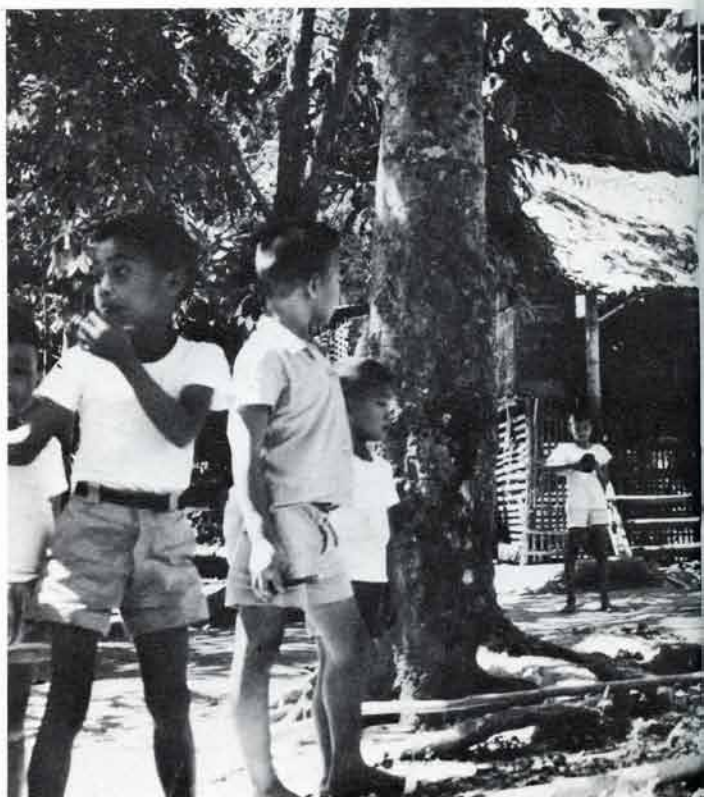


Taiwan — The home of Nationalist China is the closest foreign neighbor. This large island boasts beautiful mountains and fertile valleys. Present day Taiwan, with its modern city of Taipei, and its agricultural outlands, is, like Japan, a nation in transition to modernity.



The Philippines — Composed of some 7083 separate islands. Manila, the capital is on the largest, Luzon, and has a population of 1,400,000.

The unique mode of transportation known as the "Jeepney" below is the product of American Army jeeps and Philippine ingenuity.







SAYONARA ... MATA AMASHO.



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